

3.4 Community Impacts

The information in this section is based on the *Community Impact Assessment* (CIA) (January 2012), the *Draft Relocation Impact Report* (DRIR) (December 2011), and the *Final Relocation Impact Report* (FRIR) (November 2014).

3.4.1 Community Character and Cohesion

3.4.1.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 as amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

3.4.1.2 Affected Environment

MCP Study Area Communities

The MCP study area is located in the Riverside County, generally north and south of Ramona Expressway between Interstate 215 (I-215) and State Route 79 (SR-79). The MCP study area encompasses the Cities of Perris and San Jacinto and portions of unincorporated Riverside County in the Lakeview/Nuevo area. The MCP study area is shown on Figure 2.1.1, Project Vicinity and Study Area. The communities in the MCP study area are described in detail below.

Riverside County (Unincorporated Area)

Much of the MCP study area is located in unincorporated portions of Riverside County. These areas are described from west to east below. A full discussion

and description of the communities within the MCP study area are provided in Section 3.1, Land Use.

Mead Valley Area

As described in the Mead Valley Area Plan component of the Riverside County General Plan (October 2008), the Mead Valley Area includes many unique communities that are defined by their rural and semirural character. However, the Mead Valley Area Plan in the MCP study area encompasses only the western portion of the city of Perris. This area is characterized by a mix of commercial uses, open space, and residential neighborhoods. Val Verde High School and Val Verde Elementary School are also located in this area.

Lakeview/Nuevo Area

The Lakeview/Nuevo area is within a wide valley formed by the San Jacinto River, east of Lake Perris. The community of Lakeview lies south of Ramona Expressway and east of the city of Perris. The Lakeview/Nuevo Specific Plan provides for predominantly low-density residential and agriculture-related uses in the eastern portion of the Plan, and higher residential densities in the western half of the Plan area near the city of Perris. The residential density gradually decreases east of the San Jacinto River, with predominantly low-density residential and equestrian uses just south of the Ramona Expressway and dairies and agricultural lands north of the Ramona Expressway. A liquor store and several buildings are located on the southwest corner of the intersection of Hansen Avenue/Davis Road and the Ramona Expressway. The Lakeview Community Church and the Jesus Center Christian School are located on the corner of Magnolia Avenue and Reservoir Road.

San Jacinto Valley Area

The portions of the San Jacinto Valley within the MCP study area are mostly agricultural (dairy) land.

City of Perris

The city of Perris is in the western portion of the MCP study area, extending easterly from I-215. Much of the area within Perris is developed or developing with both residential and nonresidential uses. Commercial/industrial uses surround I-215, while the area along Ramona Expressway is a combination of commercial, industrial, and residential. Residential development is occurring east of I-215. A large residential neighborhood consisting of approximately 400 single-family residences built in the

1990s and 2000s is located in east Perris. The community is bounded by Rider Street to the north, Perris Boulevard to the west, and Perris Storm Drain to the east. The Perris area is undergoing changes from a rural/semirural community to a more urbanized area as a result of ongoing land development.

City of San Jacinto

Agriculture and open space with scattered homes dominate the landscape along Ramona Expressway from the San Jacinto River east to SR-79.

MCP Study Area Demographics

As shown in Figure 3.4.1, the MCP study area was covered by 12 Census Tracts (CTs) in the 2005-2009 American Community Survey (ACS) and by 17 CTs from the 2010 Census that are located in or directly adjacent to the project limits in which the direct impacts and many of the indirect impacts of the project may occur.¹ The demographic analysis and community cohesion characteristics of the MCP study area have been analyzed based on the individual CTs as shown on Figure 3.4.1. The MCP study area includes an area much larger than that directly affected by project construction and right of way acquisition to provide a broader perspective of the area affected by the MCP Build Alternatives. CTs were used because they are the most complete demographic data set available for analysis. For context and comparison, information is also provided at city and county levels for certain topics.

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (*Community Impact Assessment Handbook*, Caltrans, October 2011). The demographic characteristics for the MCP study area provided in this section were obtained from a combination of sources, including the United States Census Bureau, the Southern California Association of Governments (SCAG), and the Western Riverside Council of Governments.

Elements of community cohesion used to profile communities can be found in demographic data from the 2005-2009 ACS and the 2010 Census. Typical indicators of community cohesion are described below, followed by a specific discussion of these indicators within the MCP study area.

¹ The difference in the number of CTs used for the 2005–2009 ACS and the 2010 Census is due to the increased number of CTs as a result of population growth in the area between 2000 and 2010.

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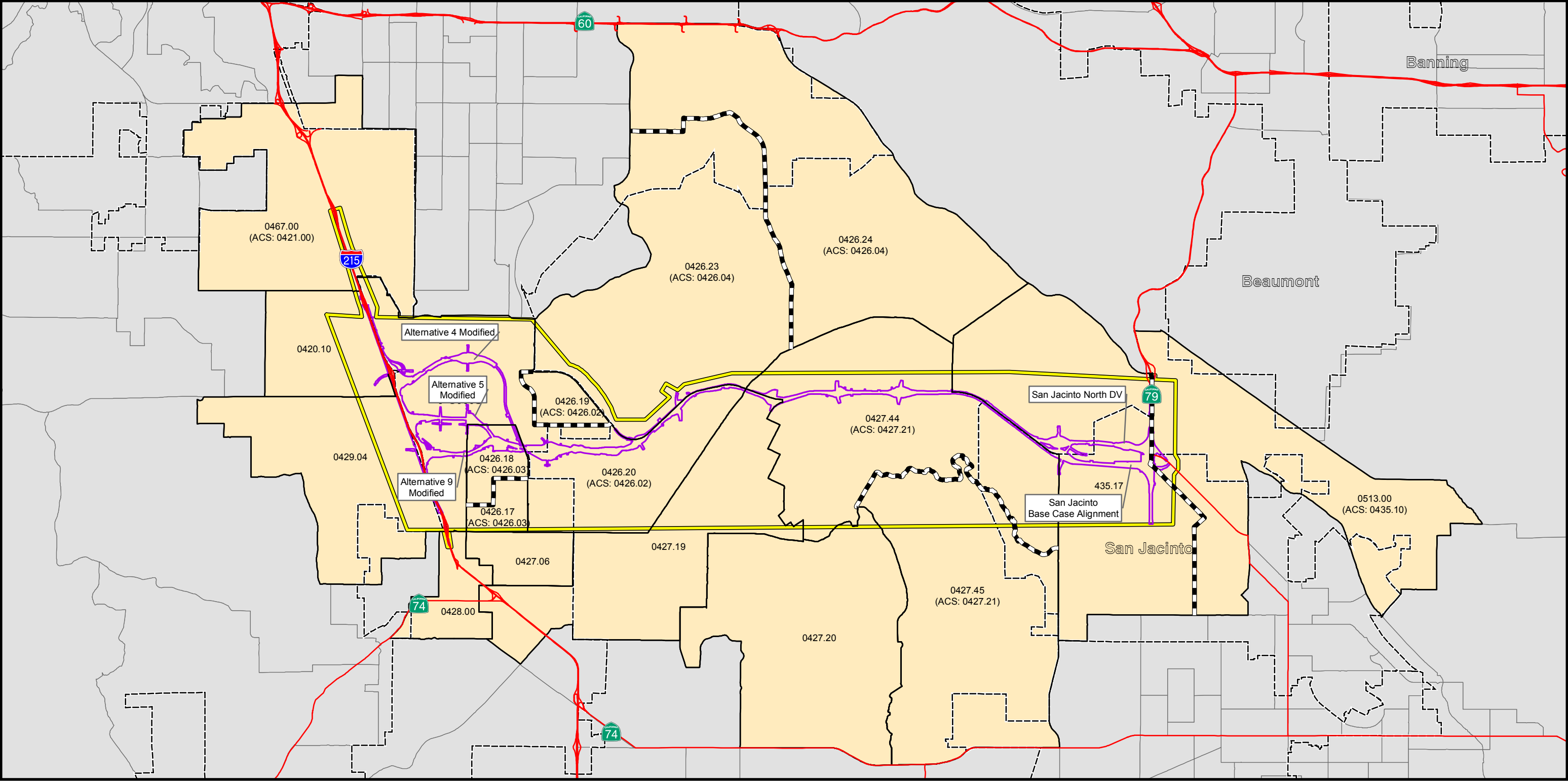


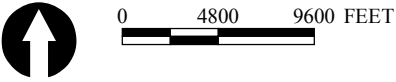
FIGURE 3.4.1

LEGEND

- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Study Area Census Tracts (2010) with Tract Number
- Census Tracts Outside of Study Area (2010)
- City Boundary
- 2010 Census Tract Split Boundary

SOURCE: Census 2010; ACS 2005-09; Jacobs Engineering (02/2011); Riverside County (2011)

ACS = American Community Survey 2005-2009



American Community Survey 2005-2009 and Census 2010 Boundaries

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- **Age:** Elderly and stay-at-home parents tend to be more active in their community. They have time to become involved. The transit-dependent population consists of the population under age 18 and age 65 and older.
- **Ethnicity:** Ethnic homogeneity is associated with a higher degree of community cohesion.
- **Household Size:** Households of two or more people tend to correlate with a higher degree of community cohesion.
- **Transit-Dependent Population:** Residents who tend to walk or use public transportation for travel tend to correlate with a higher degree of community cohesion.

Age

According to the United States Census Bureau, in 2010, the population under 19 years of age comprised 38.7 percent of the total population in Riverside County, while the population under 19 years of age in the MCP study area was lower, at approximately 34 percent. Residents age 65 and over comprise 8.3 percent of the population in the MCP study area CTs, and comprise 11.8 percent of the total County population. The number of residents in the MCP study areas age 65 and over increased substantially from 5,775 in 2000 to 9,885 in 2010; however, the percentage of the population age 65 and over declined from 11 percent in 2000 to approximately 8 percent in 2010. For comparison, the population age 65 and over comprised only 11.8 percent of the county population (260,586) in 2010. In 2010, CT 427.45 (CT 427.21) in the MCP study area had the highest percentage of persons age 65 or over at 27.6 percent.

SCAG projects that the percentage of senior citizens in the Southern California region will continue to rise over the next two decades, with approximately one in six people expected to be over age 65 in 2030.

Ethnicity

Table 3.4.A shows the ethnic composition of the county, individual cities, and the MCP study area based on CT data in 2010. Figure 3.4.2 illustrates the non-White population of CTs within the MCP study area in 2010, and Figure 3.4.3 illustrates the percentage of Hispanic population within the MCP study area in 2010.

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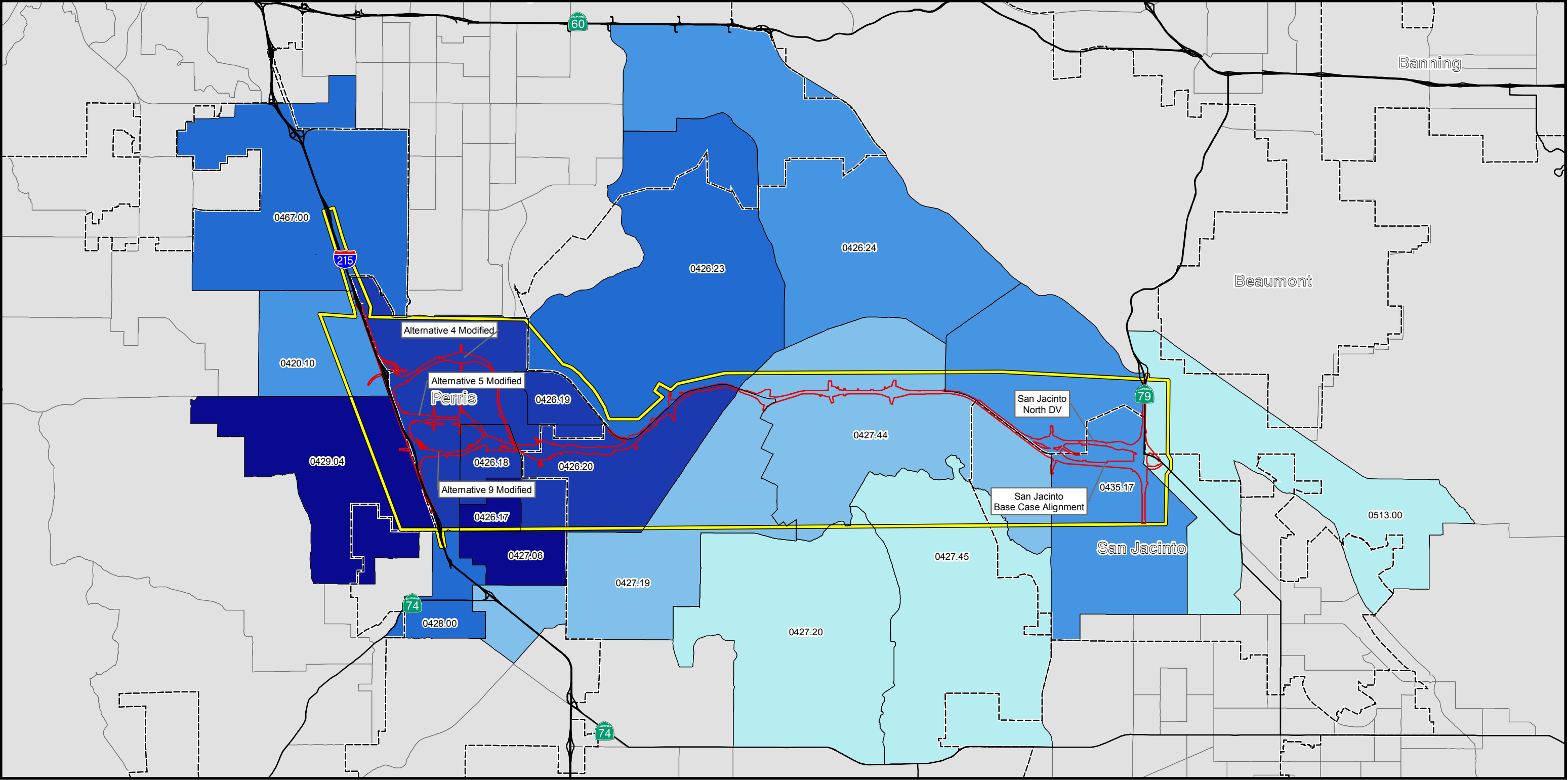


FIGURE 3.4.2

LEGEND

- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2010)
- City Boundary

Percent Non-White Population

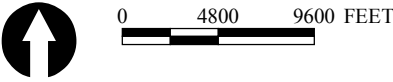
- 0% to 33%
- > 33% to 45%
- >45% to 52%
- >52% to 55%
- >55% to 59%
- >59% to 62%

2010: Average Percentage of Non-White Population by City -

- Perris - 57.6%
- San Jacinto - 42%

Average Percentage of Non-White Population in Riverside County - 39%

SOURCE: Census 2010; Jacobs Engineering (02/2011); Riverside County (2011)



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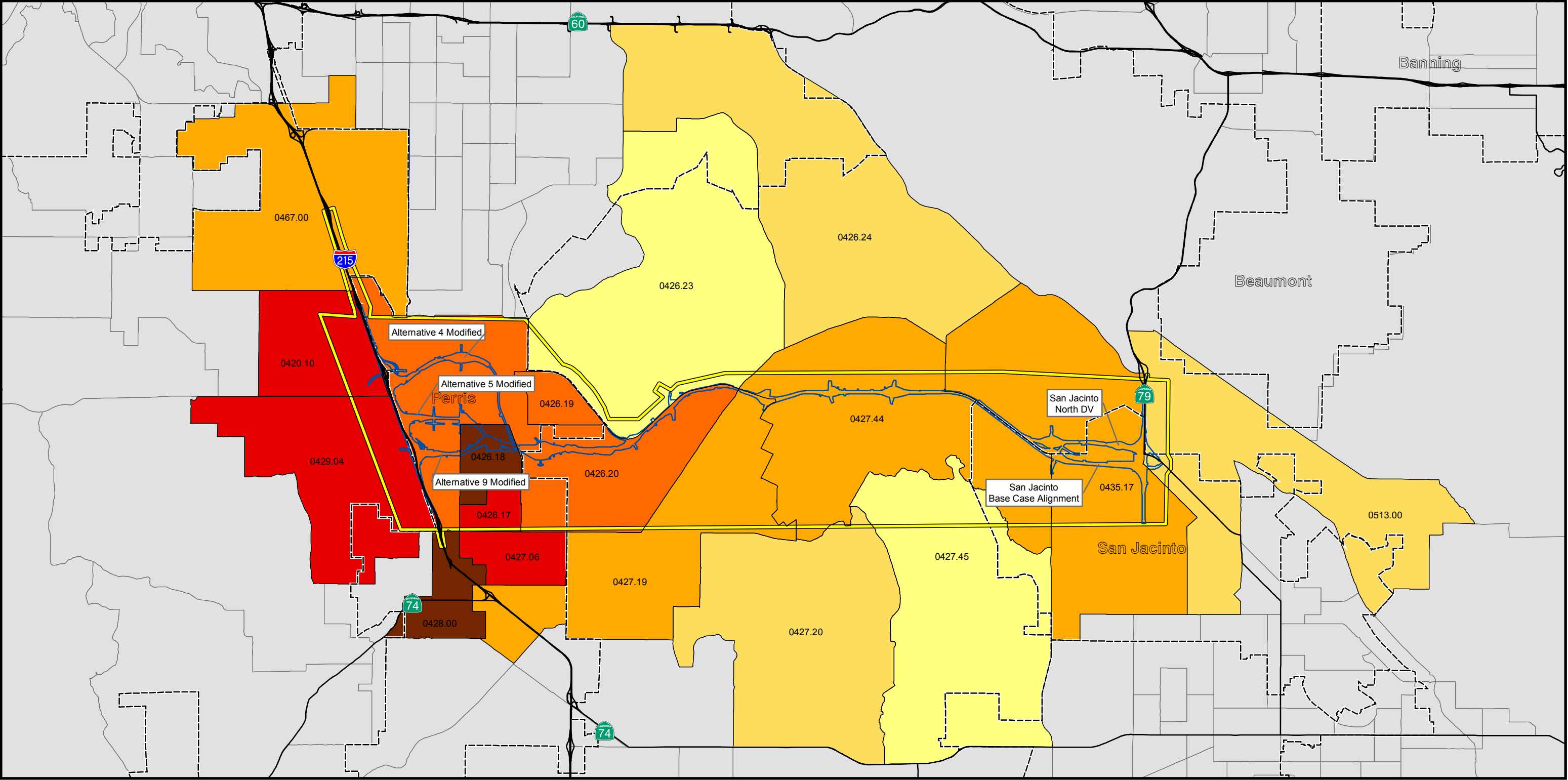


FIGURE 3.4.3

LEGEND

- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2010)
- City Boundary

Percent Hispanic Population

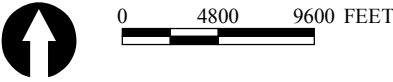
- 0% to 30%
- >30% to 50%
- >50% to 58%
- >58% to 66%
- >66% to 77%
- >77% to 80%

2010: Average Percentage of Hispanic Population per Affected City -

- Perris - 71.8%
- San Jacinto - 52.3%

Average Percentage of Hispanic Population in Riverside County - 45.5%

SOURCE: Census 2010; Jacobs Engineering (02/2011); Riverside County (2011)



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Hispanic Population 2010
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Table 3.4.A Ethnic Composition

Year	Jurisdiction	Total Percentage ¹						
		White	Black	American Indian/ Native Alaskan	Asian	Hawaiian Pacific Islanders	Other	Hispanic
County								
2010	Riverside	1,335,147 (61%)	140,543 (6.4%)	23,710 (1.1%)	130,468 (6%)	6,874 (0.3%)	552,899 (26.2%)	995,257 (45.5%)
Individual Cities								
2010	Perris	28,937 (42.3%)	8,307 (12.1%)	589 (0.9%)	2,461 (3.6%)	286 (0.4%)	11,781 (40.7%)	49,079 (71.8%)
2010	San Jacinto	25,272 (55.7%)	2,928 (6.6%)	812 (1.8%)	1,019 (2.9%)	124 (0.3%)	4,641 (32.7%)	23,109 (52.3%)

Source: United States Census Bureau, 2010 Census.

¹ Percentages do not add up to 100 percent because while the White, Black, American Indian and Alaska Native, Hawaiian and Pacific Islander, and Other categories include persons identified with one race only, the Hispanic category overlaps with other categories.

Based on the 2010 Census, the largest racial category in the county (61 percent) and in the Cities of Perris and San Jacinto was White (42.3 and 55.7 percent of the population, respectively). However, since 2000, the percentage of the White population category has declined by 4.5 percent in the county, 1 percent in Perris, and 14 percent in San Jacinto.

Hispanics of any race comprised 45.5 percent of the population in the county in 2010. A large portion of the population of the Cities of Perris and San Jacinto also consisted of Hispanics (71.8, and 52.3 percent, respectively). The largest racial group in the MCP study areas, according to the 2010 Census, was still White (48 percent of the population); however, in comparison with 2000, the White population had dropped approximately 20 percent. Hispanics of any race comprised 62.6 percent of the MCP study area's population, an almost 100 percent increase from 2000.

Household Size

In 2010, the average household size within the county was 3.14 persons per household, according to the Census. In the MCP study area, the city of Perris has the highest average household size, with 4.16 persons, while the city of San Jacinto has a smaller average household size, with 3.34 persons. Within the MCP study area CTs, the average household size is greater, totaling approximately 3.79 persons per household, with CTs 426.18 (CT 426.03) and 427.06 having the highest individual average household sizes, at 4.45 and 4.43 persons per household, respectively.

Housing

Riverside County has some of the most affordable housing in southern California. As a result, the Cities in Riverside County have some of the highest rates of homeownership in metropolitan areas in California. As shown in Table 3.4.B, in 2010, the housing ownership percentages in San Jacinto and Perris were on par with the county averages.

Table 3.4.B Housing Profile

State	Regional	MCP Study Area Cities	
California	Riverside County	Perris	San Jacinto
Total Housing Units	800,707	17,906	14,977
Housing Units, Occupied	686,260 (86%)	16,365 (91%)	13,152 (88%)
Owner-occupied Units	462,212 (66%)	10,854 (68%)	8,943 (67%)
Renter-occupied Units	224,048 (34%)	5,511 (32%)	4,209 (33%)
Vacant Units	114,447 (14.3%)	1,541 (8.6%)	1,825 (12.2%)

Source: United States Census Bureau (Census 2010), factfinder.census.gov.

Housing Tenure

The United States Census Bureau conducts the ACS to provide up-to-date housing and economic statistics. The ACS is useful as a general indicator of neighborhood stability based on the presumption that the longer people live in a community, the more committed they become to it, and the more cohesive the community becomes as a result. The ACS is an ongoing survey with new areas being sampled every year and the results being added to the survey annually.

According to the American Housing Survey 2005-2009, 21.7 percent of the population of the city of Perris, 16.3 percent of the population of the city of San Jacinto, and 21.3 percent of the county population have lived in their dwelling units since 1990.

Transit-Dependent Population

The Federal Transit Administration defines transit-dependent persons as those who are without private transportation, elderly (over age 65), youths (under age 18), or below poverty or median income levels as defined by the United States Census Bureau. The city of San Jacinto reported 36.2 percent of persons under 19 years of

age compared to the county average (38.7 percent). The city of Perris reported 40 percent of its population as under 19 years of age.¹

The city of Perris reported a substantially lower percentage of the population over age 65 (4.9 percent), compared to the county average of 11.8 percent. However, the city of San Jacinto reports that 10.5 percent of its population is age 65 or older. Perris has 25 percent of transit-dependent persons and San Jacinto has 18 percent. The county reported 14 percent of the population to be transit-dependent.

As shown on Figure 3.4.4, the percentage of transit-dependent population in 2010 in the MCP study area was higher than the county, at 19.5 percent, with CT 428 having the highest percentage, at an estimated 35.2 percent, and CT 427.21 having the lowest percentage (5.3 percent) of transit-dependent population.

Community Facilities

In addition to the parks and recreation areas discussed in Section 3.1.3 and the public safety facilities discussed in Section 3.5, other community facilities such as schools, libraries, post offices, and community centers within the MCP study area are discussed below and the locations of those facilities are shown on Figure 3.4.5.

Schools

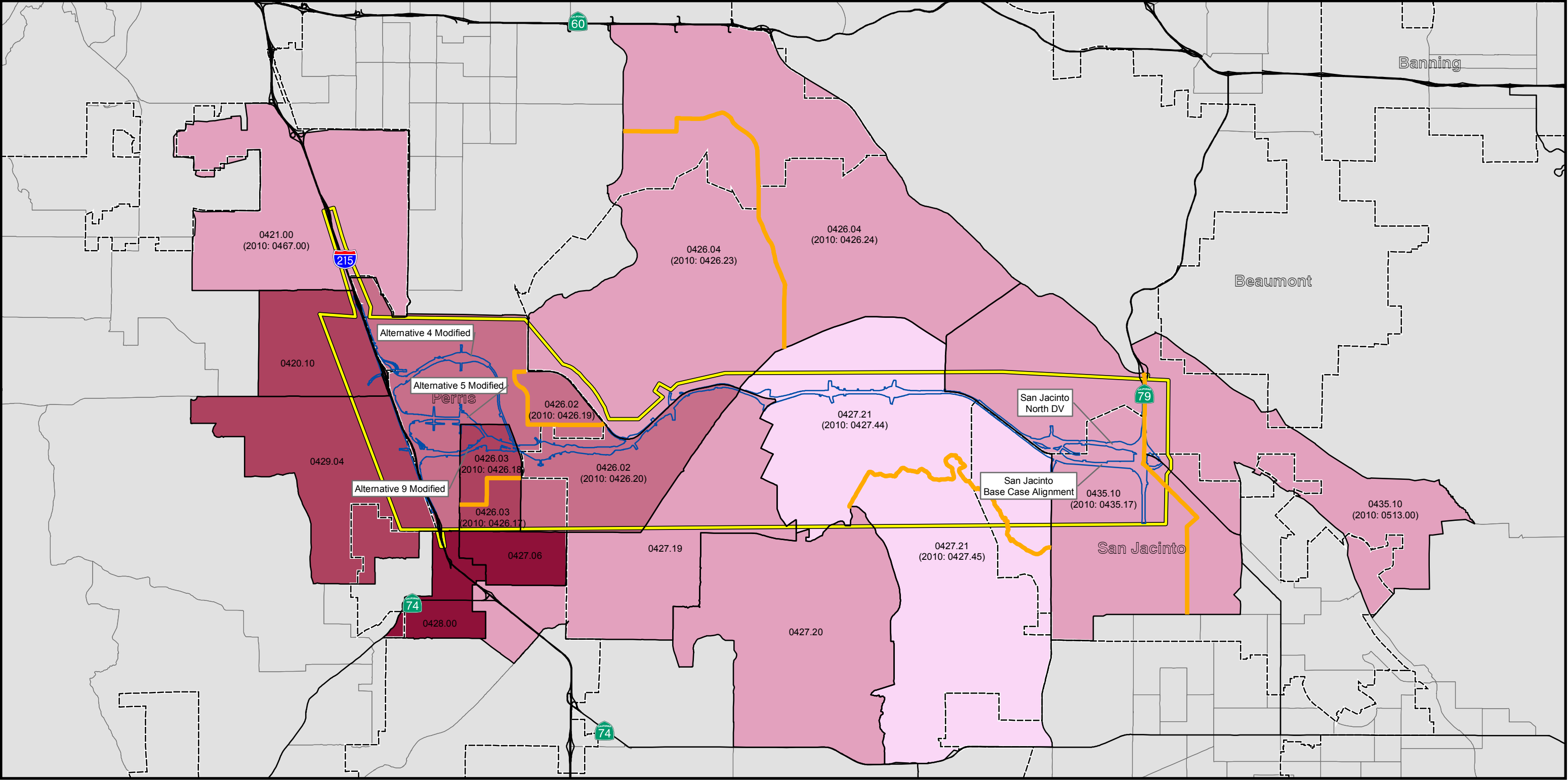
County of Riverside

While the county does not have its own school districts, the County Office of Education is a service agency linking the county's 23 school districts to the California Department of Education. The Nuview Union School District is located in the unincorporated community of Nuevo. The following Nuview Union School District schools are located in the MCP study area:

- Mountain Shadow Middle School: 30402 Reservoir Road
- Nuview Elementary School: 29680 Lakeview Avenue
- Valley View Elementary School: 21200 Maurice Street
- Nuview Bridge Early College: 2401 Reservoir Avenue

¹ The 2010 Census does not provide an age breakdown for 18 and under, but instead provides for 19 and under.

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LEGEND

- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2000)
- City Boundary
- 2010 Census Tract Split Boundary

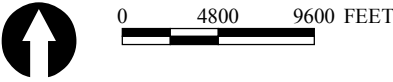
Percent Transit Dependent Population

- 0% to 6%
- >6% to 13%
- >13% to 17%
- >17% to 27%
- >27% to 36%

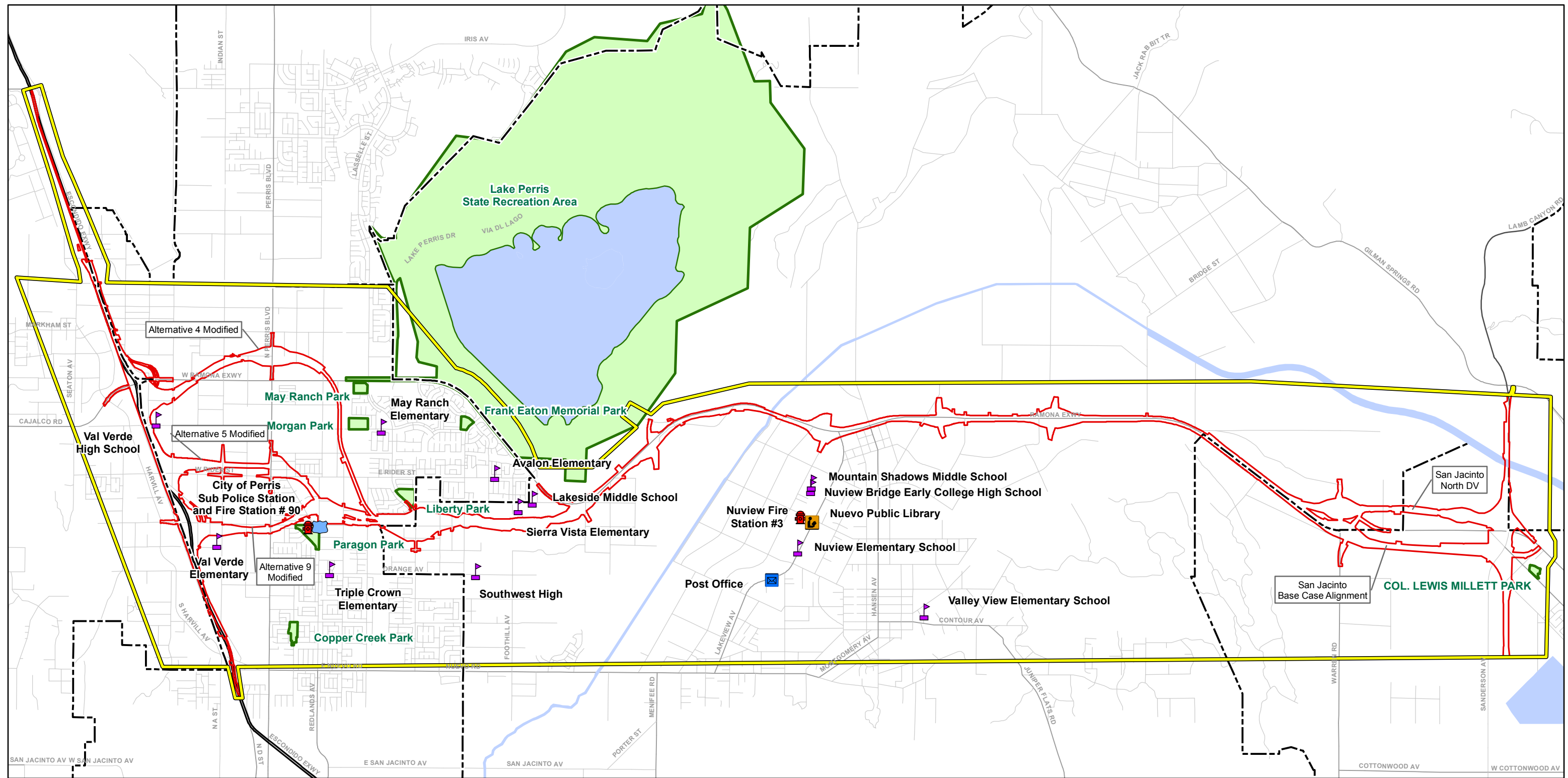
2009: Average Percentage of Transit Dependent Population per Affected City -
Perris - 25.4%
San Jacinto - 17.9%
Average Percentage of Transit Dependent Population in Riverside County - 14.4%

FIGURE 3.4.4

SOURCE: Census 2010; ACS 2005-09; Jacobs Engineering (02/2011); Riverside County (2011)

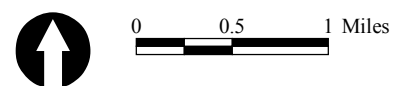


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- LEGEND**
- MCP Study Area
 - Limits of Proposed Improvements (All Alternatives and Design Variations)
 - City Boundary
 - Parks and Recreation
 - ▲ School
 - 🚓 Police Station
 - 🚒 Fire Station
 - 📬 Post Office
 - 📖 Library

SOURCE: Jacobs Engineering (02/2011); Thomas Brothers (2006/2010))



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FIGURE 3.4.5

Public Services and Facilities in MCP Study Area

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City of Perris

The city of Perris, within the project limits, is served by the Perris Union High School District and the Val Verde Unified School District. The Perris Union High School District does not have any schools within the MCP study area. The following schools, part of the Val Verde Unified School District, are located in the MCP study area:

- Avalon Elementary School: 1815 East Rider Street
- Lakeside Middle School: 27720 Walnut Avenue
- Sierra Vista Elementary School: 20300 Sherman Road
- Triple Crown Elementary School: 530 Orange Avenue
- Val Verde Elementary School: 2656 Indiana Avenue
- Val Verde High School: 972 West Morgan Street
- May Ranch Elementary School: 900 East Morgan Avenue
- Southwest High School: 1400 Orange Avenue

City of San Jacinto

The San Jacinto Unified School District serves the city of San Jacinto. There are no San Jacinto Unified School District schools within the MCP study area.

Other Community Facilities (Libraries, City Halls)

Libraries

There is one library located within the MCP study area:

- Community of Nuevo: Nuvview Library, 29990 Lakeview Avenue

Post Offices

There is one post office within the MCP study area:

- Community of Nuevo: 29245 Lakeview Avenue

Community Cohesion Summary

According to the indicators of community cohesion described above (including ethnic homogeneity, a high percentage of persons aged 65 and over, and the large number of residents who meet the Federal Transit Administration definition of transit-dependent persons), it can be concluded that there is a high degree of community cohesion throughout the MCP study area, particularly in Perris, Lakeview/Nuevo, and the San Jacinto Valley areas.

Economics

The employed civilian populations in the Cities of Perris and San Jacinto and in Riverside County are summarized in Table 3.4.C. As shown, the educational, health, social services; manufacturing; construction; and retail trade sectors generally have the highest levels of employment in the Cities of Perris and San Jacinto and in the county overall.

Table 3.4.C Employment within Affected Communities

Economic Sector	Employed Civilian Population (16 and over)		
	Perris	San Jacinto	Riverside County
Construction	2,627 (13.9%)	1,263 (10%)	90,407 (10.6%)
Manufacturing	2,703 (14.3%)	1,130 (9%)	84,871 (10%)
Retail Trade	3,234 (17.1%)	1,756 (13.9%)	108,866 (12.8%)
Finance, Insurance	672 (3.5%)	610 (4.8%)	53,366 (6.3%)
Professional, Technical Services	1,251 (7.9%)	1,063 (8.4%)	81,688 (9.6%)
Educational, Health, Social Services	2,981 (15.7%)	2,940 (23.3%)	160,193 (18.8%)
Lodging, Food Service	1,212 (6.4%)	1,135 (9.0%)	87,910 (10.3%)
All Other Sectors	2,507 (21.2%)	2,717 (21.6%)	182,576 (21.6%)
Total	18,944	12,614	849,877

Sources: United States Census Bureau, 2010 Census.

Commuting Patterns

Traffic congestion and long commutes have a negative impact on personal perceptions of quality of life and on regional air quality. As employment and population continue to increase in the Riverside County, hours of traffic delays and daily vehicle miles traveled (VMT) per person are projected to increase as well. One major transportation and mobility issue that the Riverside County as a whole faces is that many residents work in neighboring counties, such as Orange County and Los Angeles County. While this has become slightly less pronounced over time, 2010 Census data show that approximately 60 percent of Riverside County cities' residents are employed outside of their city of residence, while only 27 percent are employed within their city of residence. Table 3.4.D illustrates travel patterns for the MCP study area cities and the county overall. As shown, the majority of residents in Perris and San Jacinto work outside their cities of residence and experience work commutes of 34-37 minutes.

Table 3.4.D Travel Patterns (2010)

	Regional	Affected Communities	
	Riverside County	Perris	San Jacinto
Worked outside place of residence	499,272 (60%)	13,653 (73%)	9,225 (74%)
Worked in place of residence	224,012 (27%)	4,833 (26%)	3,088 (25%)
Travel Time			
Minutes	31.5	37.3	34.6
Travel Type			
Drive alone	620,776 (75.3%)	13,053 (70.6%)	8,972 (72.9%)
Carpool	126,248 (15.3%)	4,205 (22.7%)	2,270 (18.4%)
Public transportation	11,437 (1.4%)	284 (1.5%)	93 (0.8%)
Walk	13,347 (1.6%)	286 (1.5%)	187 (1.5%)

Source: United States Census Bureau, 2010 Census, <http://factfinder.census.gov>.

As shown in Table 3.4 D, the majority of residents (70-75 percent) in Riverside County and in the Cities of Perris and San Jacinto, drive alone to work with another 15-22 percent who drive in carpools.

3.4.1.3 Environmental Consequences

Permanent Impacts Related to Community Character and Cohesion

Build Alternatives

All MCP Build Alternatives would result in a physical change that would permanently alter the character of the existing community by construction of a six-lane controlled access freeway within the MCP study area. The new facility, once complete, would result in a much wider roadway than currently exists throughout the MCP study area and result in a reconfiguration of existing adjacent roadways, sidewalks, bicycle lanes, trails, and driveways; modifications of crosswalk locations; and redesignation of routes of travel within the affected areas. Property acquisition would result in the relocation of residents and established businesses and places of employment to other parts of the MCP study area, as well as outside the MCP study area.

Although the MCP Project would affect businesses in the MCP study area due to some relocations (see Section 3.4.2 for a discussion of relocations), it is not expected to result in blight. Blight is a process in which a previously functioning city, or part of the city, falls into urban decay. This may occur in the forms of deindustrialization, depopulation or changing populations, economic restructure, abandoned buildings,

high local unemployment, fragmented families, crime, and a desolate, inhospitable city landscape. The MCP project on its own cannot result in blight in the affected study area; however, it can contribute to blight. As discussed in Section 3.2, Growth, and shown on Figure 3.4.1, the MCP study area has been planned for extensive residential and commercial land development in the future. The alignments of the MCP Build Alternatives have been developed in consideration of both existing and planned uses. By enhancing access and mobility in the MCP study area, the MCP project is expected to have a positive effect on the economy of the area. Therefore, it is not expected that the MCP project would result in blight.

Although a disruption of community character and cohesion would occur within some communities in the MCP study area as a result of all the MCP Build Alternatives, the MCP project would also serve to benefit these communities by providing improved mobility within the MCP study area and better connectivity to other parts of the MCP study area, western Riverside County, and the region as a whole. Community services within the MCP study area, such as fire and police protection, would be more readily available with the MCP Build Alternatives because mobility within the MCP study area would improve over existing conditions. Effects on community cohesion are discussed below for specific Build Alternatives and areas.

Alternative 4 Modified and Design Variations

Perris Area (Mead Valley)/City of Perris

The Perris area is undergoing changes from a rural area to a more urbanized area as a result of ongoing land development. Alternative 4 Modified follows closely along the existing Perris Valley Storm Drain and existing Ramona Expressway near the I-215 connection. Note that the design variations (DVs) are not located within the city of Perris so there would be no differences in the impacts within the city of Perris for Alternative 4 Modified by DV. The acquisition of property under Alternative 4 Modified would serve to continue the changes to the community character of the Perris area. Alternative 4 Modified would result in acquisitions of 47 residential properties. However, due to the routing through undeveloped portions of the city, Alternative 4 Modified would result in the least number of displacements and relatively fewer impacts to community character and cohesion than the other Build Alternatives.

Alternative 4 Modified would bisect several regional, bike, and community trails in the general Perris area; refer to Table 3.1.C in Section 3.1.3, in which

impacts to regional, bike, and community trails and mitigation measures are discussed in detail. Provisions have been made in the project design so that bike routes and trails can use the planned overcrossings and undercrossings to cross the MCP project.

Alternative 4 Modified would also impact Val Verde High School and Val Verde Unified School District buildings. Alternative 4 Modified would result in partial acquisition of land (0.64 acre [ac]) from Val Verde High School and 0.07 ac from Val Verde Unified School District property. This acquisition would remove two portable classroom buildings from the school property, a few parking spaces, and a storage structure from the Val Verde Unified School District. No school property playing fields would be affected. The access to the property will remain unaffected during project operation.

Alternative 4 Modified would change the character of the Perris area by implementation of a major transportation facility that does not follow the existing Ramona Expressway alignment. In Perris, Alternative 4 Modified would be constructed in the areas outside of the Ramona Expressway alignment and where no other major transportation facilities were planned. However, because these city areas are largely undeveloped, Alternative 4 Modified would not impair community cohesion since it is routed along the edges of existing communities within the Perris area and thus, would not result in major community disruptions.

Lakeview/Nuevo Area

The Lakeview/Nuevo area is also undergoing changes in the land use patterns specifically west of the San Jacinto River. Under Alternative 4 Modified and its DVs, the existing Ramona Expressway would be converted to a six-lane freeway facility and would include several service interchanges. Alternative 4 Modified and its DVs follow the Ramona Expressway and traverse the Lakeview community. The design of Alternative 4 Modified and its DVs with the proposed service interchange at Antelope Road would support the build out of the proposed commercial center in the Bernasconi Hills, near the Antelope Road and Ramona Expressway crossing. In addition, several other proposed service interchanges along the Ramona Expressway would affect dairies, farms, agriculture lands, and residences. However, because the Ramona Expressway is an existing facility, communities and farms to the south and north of the existing roadway are already divided. Therefore,

Alternative 4 Modified and its DVs would not divide an existing community and would not result in adverse impacts to its community cohesion in the Lakeview/Nuevo area. However, Alternative 4 Modified and its DVs would contribute to the overall changes in the community character by replacing Ramona Expressway with a wider highway within limited access within the Lakeview/Nuevo area.

Within the Lakeview/Nuevo area, Alternative 4 Modified and its DVs would be constructed at existing ground level and would bisect existing trails; refer to Table 3.1.C for a summary of trail impacts. As discussed above, provisions have been made in the project design so that bike routes and trails can use the planned overcrossings and undercrossings to cross the MCP project. Therefore, after project completion, the MCP project would provide connectivity to the trails north and south of the Ramona Expressway.

San Jacinto Valley Area/City of San Jacinto

A small number of properties and a community retail store would be acquired along Reservoir Avenue between Lakeview Avenue and Hansen Avenue for Alternative 4 Modified and its DVs. Based on the site visits conducted for this MCP study area, the community retail store appears to be the only store within several miles of the adjacent community. The permanent closure of this convenience store would result in the removal of a local retail resource to the residents in the vicinity, thus impacting community cohesion. The acquisition of rural residential properties would also contribute to a change in the community character by displacing and relocating existing residents.

Alternative 4 Modified and its DVs would bisect trails in the general San Jacinto area (refer to Table 3.1.C in Section 3.1.3, in which impacts to regional, bike, and community trails and mitigation measures are discussed in detail). As discussed above, provisions have been made in the project design so that bike routes and trails can use the planned overcrossings and undercrossings to cross the MCP project. Therefore, after project completion, the MCP project would provide connectivity to the trails north and south of the Ramona Expressway.

Alternative 5 Modified and Design Variations

Alternative 5 Modified and its DVs would result in a “physical change that would permanently alter the character of the existing community.” With the exception of

the Perris area between I-215 and the Perris Valley Storm Drain, Alternative 5 Modified and its DVs would result in the same impacts as Alternative 4 Modified and its DVs because the MCP project follows the same alignments in the Lakeview/Nuevo area and the city of San Jacinto, and the DVs apply to all MCP Build Alternatives. The differences in impacts between Alternative 4 Modified and its DVs and Alternative 5 Modified and its DVs between I-215 and the Perris Valley Storm Drain area in the city of Perris are discussed below.

Perris Area (Mead Valley)/City of Perris

Due to the physical footprint of the proposed local interchanges and the intersection improvements at Rider Street, Webster Avenue, Indian Avenue, and Perris Avenue, Alternative 5 Modified would bisect several large intermodal distribution centers along Rider Street, and impact commercial and industrial businesses adjacent to I-215, and a few industrial businesses along Perris Boulevard. Alternative 5 Modified would avoid impacts to the residential neighborhood just south of Rider Street, but would still result in residential impacts in the vicinity of Evans Road. A total of 35 full residential property acquisitions would occur in the city of Perris as a result of Alternative 5 Modified. The acquisition of property coupled with implementation of a major transportation facility that bisects major employment land uses would adversely impact the community character of this area.

Alternative 5 Modified would also result in direct physical impacts to Val Verde High School and Val Verde Unified School District. Alternative 5 Modified would result in partial acquisition of a Val Verde Unified School District property located on the east side of I-215 on Morgan Street. These acquisitions would include 0.53 ac of land (landscaping area) from the Val Verde High School property and 0.07 ac of land (a storage building) from the Val Verde Unified School District property. However, these acquisitions are relatively minor and would not acquire portable classrooms, play fields from the school property, or changes to access. Therefore, impacts to Val Verde High School and the Val Verde Unified School District are not considered adverse.

Similar to Alternative 4 Modified, Alternative 5 Modified would impact trails within the city of Perris; however, provisions have been made in the project design so that bike routes and trails can use the planned overcrossings and

undercrossings to cross the MCP project; refer to Table 3.1.C in Section 3.1.3, in which impacts to regional, bike, and community trails and mitigation measures are discussed in detail.

Overall, Alternative 5 Modified would result in similar impacts to the character of the city of Perris as Alternative 4 Modified. Alternative 5 Modified would change the character of the Perris area by introducing a major transportation facility in portions of the city of Perris where such a facility was not planned before.

Alternative 9 Modified and Design Variations

Alternative 9 Modified and its DVs would result in a “physical change that would permanently alter the character of the existing community.” With the exception of the Perris area between I-215 and the Perris Valley Storm Drain, Alternatives 9 Modified and its DVs would result in the same impacts as those described above for Alternative 4 Modified and its DVs because all the MCP Build Alternatives follow the same alignment in the Lakeview/Nuevo and San Jacinto areas and the DVs apply to all the MCP Build Alternatives. The differences in impacts between Alternative 4 Modified and Alternative 9 Modified are located between I-215 and the Perris Valley Storm Drain in the city of Perris and are discussed below.

Perris Area (Mead Valley)/City of Perris

Alternative 9 Modified generally parallels Placentia Avenue in the city of Perris. As a result of implementation of Alternative 9 Modified, a total of 102 residential properties would need to be acquired and the residents relocated. Alternative 9 Modified and its DVs would bisect a residential community located between Placentia Avenue and Rider Street and a cluster of businesses in the northeast quadrant of the proposed MCP/Redlands interchange. As a result of Alternative 9 Modified, this community would be divided, and 40 residences in this community would be acquired for the project. With implementation of Alternative 9 Modified, approximately 20 residences would remain south of the new MCP freeway, and 315 residences would remain north of the freeway. Connectivity of this community would be maintained with the construction of an overcrossing at Placentia Avenue as part of the MCP project to provide access between these two areas, as well as to nearby community facilities, including Paragon Park and the fire station located south of Alternative 9 Modified along Placentia Avenue. In addition, the freeway would be below grade through this community, which would

minimize impacts to community cohesion resulting from the visual intrusion of a new freeway within the community.

Due to improvements at the local intersections, several surrounding residential communities will also be impacted along Indian Avenue, Perris Boulevard, and Redlands Avenue.

Due to their routing through the southern portion of the city of Perris, Alternative 9 Modified would avoid impacts to the Val Verde High School and the Val Verde Unified School District.

Similar to Alternative 4 Modified, Alternative 9 Modified would impact trails within the city of Perris; however, provisions have been made in the project design so that bike routes and trails can use the planned overcrossings and undercrossings to cross the MCP project; refer to Table 3.1.C in Section 3.1.3, in which impacts to regional, bike, and community trails and mitigation measures are discussed in detail.

Because Alternative 9 Modified does not follow the Ramona Expressway alignment in the city of Perris and would bisect a residential community resulting in residential relocations and businesses displacements, implementation of Alternative 9 Modified would result in permanent adverse impacts related to community character and cohesion.

No Build Alternative

Under the MCP No Build Alternatives, the specific permanent impacts to community cohesion discussed above for the MCP Build Alternatives would not occur as a result of the MCP project itself. Impacts to these communities could result from other transportation improvement projects included in the No Build Alternatives, specifically future improvements to I-215 as well as the SR-79 realignment project. Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Ramona Expressway and would, therefore, not be expected to result in community cohesion impacts since those improvements are consistent with the long-term transportation and land use plans for the area.

Temporary Impacts

Build Alternatives

Construction of any of the MCP Build Alternatives would temporarily affect local communities. Temporary construction impacts would include disruption of local

traffic patterns (traffic diversions due to local road, temporary ramp, and mainline lane closures) and access to residences, businesses, and community facilities; increased traffic congestion; and increased noise, vibration, and dust.

Because Alternatives 4 and 5 Modified and their DVs would require a partial acquisition of Val Verde High School, coordination between RCTC and the Val Verde Unified School District would be needed regarding acquisition and relocation of the storage building. During construction, students may experience an increase in dust, vibration, and noise associated with project construction; however, these impacts would be temporary and would cease upon project completion. Construction activities could result in traffic delays around the schools.

All Build Alternatives and their DVs would result in temporary impacts to recreational trails throughout the MCP affected area. Implementation of the Build Alternatives would result in temporary closure and/or detour of trails and roadways that intersect the proposed project. Implementation of the construction Traffic Management Plan will minimize impacts to the recreational trail users and local communities during construction. The MCP project design has taken into consideration all recreational trail users and will ensure that access to the trails and trail connectivity are restored after project construction is completed. In addition, the Traffic Management Plan will address roadway connectivity and travel patterns during construction. Therefore, the temporary detours and closures would have a negligible effect on the mobility of residents living within the vicinity of these roads because the roads would be restored once the proposed project is completed.

Construction Employment

This section estimates the number of temporary jobs that would be created by construction of the proposed MCP Build Alternatives.

As shown in Table 3.4.E, construction employment has two components: direct effects and indirect effects. Direct effects include the number of construction jobs created to complete the project. Indirect effects include the additional employment and business activities that would be generated in the regional economy by the initial construction expenditure. These construction jobs would generate temporary employment and revenues for both local and regional economies.

Table 3.4.E: Estimated Construction Employment Under the Build Alternatives

Estimated Capital Construction Costs ¹	Estimated Employment Generated		
	Direct Jobs ²	Indirect Jobs ³	Total Jobs
Alternative 4 Modified: \$1.90 billion	14,820	28,548	43,368
Alternative 5 Modified: \$1.51 billion	11,875	22,875	34,750
Alternative 9 Modified: \$1.42 billion	10,621	20,459	31,080
Preferred Alternative (Alternative 9 Modified with the SJRB DV): \$1.08 billion	17,765	34,221	51,986

¹ Capital construction costs without Right of Way (ROW) from Jacobs Engineering, 2012 and 2014 for Preferred Alternative.²

² American Road and Transportation Builders Association (ARTBA) estimates 9.5 new on-site construction jobs created for every \$1 million of investment in highway construction and improvement projects in the United States.

³ ARTBA estimates 18.3 new indirect employment jobs created for every \$1 million of investment in highway construction and improvement projects in the United States.

The construction employees are expected to come from the local area including the city of Perris, the city of San Jacinto, and/or unincorporated Riverside County areas. According to the Bureau of Labor Force Statistics, between 2007 and 2012, the Riverside-San Bernardino Metropolitan Area lost over one-half of its construction jobs. In 2007, the overall employment in the construction sector was over 112,000 workers, whereas in 2011, the construction employment dropped to 55,000. Between 2011 and 2012, unemployment in the construction sector in the Riverside-San Bernardino Metropolitan Area was down 1.1 percent. The affected cities also experienced higher overall unemployment levels: Perris at 9.2 percent and San Jacinto at 13.6 percent. Therefore, it is expected that construction workers will be commuting from the local or regional area, and as a result, no new housing will be required for the construction employees.

No Build Alternatives

Under the MCP No Build Alternatives, the specific temporary construction impacts related to community cohesion would not occur. However, temporary construction impacts could occur from other planned roadway improvements projects and routine maintenance projects. Due to the large scale of the Modified MCP Build Alternatives the construction impacts resulting from routine maintenance projects would be minimal in comparison to impacts resulting from Modified MCP Build Alternatives.

3.4.1.4 Avoidance, Minimization, and/or Mitigation Measures

The MCP Build Alternatives have been routed to avoid existing and planned communities as much as possible. Overcrossings and undercrossings are provided as

project design features to maintain connectivity within the communities bisected by the MCP project.

Mitigation Measures LU-1 and LU-2 described in Section 3.1 would reduce the impacts of the preferred alternative (Alternative 9 Modified with the SJRB DV) to community cohesiveness during construction by ensuring that pedestrian circulation and access are maintained during construction. Mitigation Measure TR-1, which provides for a Traffic Management Plan during construction and is described in Section 3.6, would reduce temporary construction-related impacts to communities. In addition, the following Mitigation Measures will be implemented for the MCP project:

CC-1 School Safety. During all site preparation, grading, disturbance, and construction, the Riverside County Transportation Commission (RCTC) Resident Engineer shall require the Construction Contractor to coordinate with the Val Verde Unified School District (School District) to ensure that school crossing guards are present in the vicinity of any construction areas near schools in and near the project limits when students are present, to protect the safety of students crossing streets near project construction areas.

In the event that school crossing guards are not provided by or available from the School District, the RCTC Resident Engineer will require the Construction Contractor to provide traffic control staff at crossings near the project construction limits used by students when students are present.

CC-2 Placentia Avenue. The RCTC Project Engineer shall ensure that the final design plans include provisions for restoration of the disrupted areas in residential communities along Placentia Avenue with landscaping and hardscape treatments consistent with the area's existing community character. These treatments shall be provided consistent with Mitigation Measure VIS-3, VIS-4, and VIS-5.

3.4.2 Relocations and Real Property Acquisition

3.4.2.1 Regulatory Setting

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of

RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

3.4.2.2 Affected Environment

Information in this section is based on the *Draft Relocation Impact Report* (December 2011) which addressed all MCP Build Alternatives and the *Final Relocation Impact Report* (November 2014) which addressed only the preferred alternative (Alternative 9 Modified with SJRB DV).

All the communities within the MCP study area described in Section 3.1 could be affected by full and partial acquisitions of residential and nonresidential property, including mobile homes. Nonresidential properties include retail trade, dairies, agriculture, industrial, manufacturing, and other types of nonresidential property uses. A full acquisition of a property is defined as acquisition of an entire parcel, which would displace occupants of the residential and nonresidential uses. A partial acquisition is when part of a property is acquired, but full use of the property, nonresidential structures, and dwelling structures, including multifamily units, would remain. Generally, partial acquisitions consist of portions of a back, side, or front yard, landscaping, and/or parking. Partial acquisitions for areas containing multifamily residences may not affect all units on the parcel. If loss of parking is substantial to the point where there is insufficient parking for the existing land use on the property, a full acquisition of the parcel may be required. Another form of a partial acquisition is a temporary construction easement (TCE), which is a temporary acquisition of a portion of a property that would be needed only during project construction and which would be returned to the original owner at the completion of construction in as good as or better condition than before it was used for a TCE.

The severity of property acquisition impacts varies greatly with the population involved. If the community is stable and cohesive and residents have been in their homes for many years, many of the displaced persons may have a difficult time

adjusting to new homes and neighborhoods because they have a strong attachment to their existing homes and neighborhoods.

3.4.2.3 Environmental Consequences

Permanent Impacts

Build Alternatives

Acquisitions

The MCP Build Alternatives would result in the acquisition of nonresidential (dairies, agricultural, manufacturing, industrial, and retail), residential (mobile homes, single-family, multifamily), and public (Val Verde School) properties. The estimated totals of acquired parcels and displaced residents and employees are tabulated in Table 3.4.F. Information has been added to this table for the preferred alternative (Alternative 9 Modified with the San Jacinto River Bridge Design Variation) based on the Final Relocation Impact Report. Acquisitions of full parcels required under the MCP Build Alternatives range from 128 to 205 parcels.¹

Table 3.4.F Displacements by Alternative

<u>Displacements</u>	Alt 4 Modified	Alt 4 Modified SJR DV	Alt 5 Modified	Alt 5 Modified SJR DV	Alt 9 Modified	Alt 9 Modified SJR DV	Alt 9 Modified with SJRB (Preferred Alternative)
Residential displacements	48	48	36	36	102	102	99
Nonresidential displacements	91	81	159	149	103	93	29
Total Full Acquisitions	139	129	195	185	205	195	128
Businesses displaced	68	66	90	88	37	35	35
Residents displaced	426	442	373	389	659	675	396
Employees displaced	350	369	1,129	1,148	188	207	171

Sources: *Draft Relocation Impact Report* (December 2011) and *Final Relocation Impact Report* (November 2014).

Alt = Alternative

SJR DV = San Jacinto River Bridge Design Variation

SJR DV = San Jacinto North Design Variation

Note: SJRB does not result in changes to parcel acquisitions or displacements.

All property acquisition and relocation will be handled in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Relocation Assistance and

¹ This information was obtained from the DRIR and FRIR. Detailed maps and tables showing the locations of full and partial acquisitions for each Build Alternative are provided in Appendix O of this EIR/EIS, depending on the alternative and the DV.

Real Property Acquisition Policies Act of 1970 mandates that certain relocation services and payments by RCTC be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies.

Table 3.4.F provides the numbers of relocated housing units and residents for each MCP Build Alternative and DV. Information from the DRIR and the FRIR (November 2014) for the MCP was used to identify housing requiring relocation under each MCP Build Alternative and provide residential relocations numbers.

In summary, the total number of residences acquired by each Build Alternative, and the numbers of displaced residents summarized from Table 3.4.F are:

- **Alternative 4 Modified and its Design Variations:** Alternative 4 Modified and 4 Modified SJRB DV will require the acquisition of 48 residential parcels in the two MCP study area cities and unincorporated Riverside County, resulting in relocation of approximately 426 residents. Alternative 4 Modified SJN DV will require the acquisition of 48 residential parcels, resulting in the relocation of 442 residents.
- **Alternative 5 Modified and its Design Variations:** Alternative 5 Modified and 5 Modified SJRB DV will require the acquisition of 36 residential parcels in the two MCP study area cities and unincorporated Riverside County, resulting in the relocation of approximately 373 residents. Alternative 5 Modified SJN DV will require the acquisition of 36 residential parcels, resulting in the relocation of approximately 389 residents. Alternative 5 Modified SJN DV would result in the lowest number of relocated residents.
- **Alternative 9 Modified and its Design Variations:** Alternative 9 Modified will require the acquisition of 102 residential parcels, resulting in the relocation of 659 residents from the two affected cities and unincorporated Riverside County. Alternative 9 Modified SJN DV will require the acquisition of 102 residential parcels, resulting in the highest number of relocated residents (675).

The Final Relocation Impact Report prepared for the preferred alternative (Alternative 9 Modified with the SJRB DV) updated this information and

determined that the MCP project would require the acquisition of 99 residential parcels, resulting in the relocation of 396 residents.

Business and Employee Displacements and Relocations

Full acquisitions of nonresidential properties (businesses) for the MCP Build Alternatives would require relocation of employees and businesses to other locations. The partial acquisitions and TCEs would not require the relocation of businesses or employees.

Table 3.4.G summarizes the numbers of displaced employees for each MCP Build Alternative and DV by jurisdiction. Information has been added to this table for the preferred alternative (Alternative 9 Modified with the San Jacinto River Bridge Design Variation) based on the Final Relocation Impact Report. Information from the DRIR and the FRIR for the MCP was used to identify businesses requiring relocation under each MCP Build Alternative and provide employee displacement numbers.

Table 3.4.G Number of Displaced Employees by Alternative and Jurisdiction

Alternative	Perris	San Jacinto	Unincorporated Riverside County	Total
Alt 4 Mod Base Case	263	65	22	350
Alt 4 Mod SJN and Alt 4 Mod SJRB DVs	263	84	22	369
Alt 5 Mod Base Case	1,042	65	22	1,129
Alt 5 Mod SJN and Alt 5 Mod SJRB DVs	1,042	84	22	1,148
Alt 9 Mod Base Case	101	65	22	188
Alt 9 Mod SJN DV	101	84	22	207
Alt 9 Mod SJRB DV (Preferred Alternative)	84	65	22	171

Sources: *Draft Relocation Impact Report* (December 2011) and *Final Relocation Impact Report* (November 2014).

Alt = Alternative

Mod = Modified

SJRB DV = San Jacinto River Bridge Design Variation

SJN DV = San Jacinto North Design Variation

In summary, the total number of nonresidential uses displaced by each Build Alternative, and the numbers of employees in those businesses, summarized from Table 3.4.G are:

- **Alternative 4 Modified and its Design Variations:** Alternatives 4 Modified and 4 Modified SJRB DV will require the relocation of 68 businesses in the two MCP study area cities and unincorporated Riverside County, resulting in

the displacement of 350 employees. Alternative 4 Modified SJN DV will require the relocation of 66 businesses, resulting in the displacement of 369 employees.

- **Alternative 5 Modified and its Design Variations:** Alternatives 5 Modified and 5 Modified SJRB DV will require the relocation of 90 businesses in the two MCP study area cities and unincorporated Riverside County, resulting in the displacement of 1,129 employees. Alternative 5 Modified SJN DV will require the relocation of 88 businesses, resulting in the displacement of 1,148 employees. Alternative 5 Modified SJN DV would result in the highest number of business and employee displacements.
- **Alternative 9 Modified and its Design Variations:** Alternative 9 Modified will require the relocation of 37 businesses, resulting in the lowest number of displacements (188 employees) in the two affected cities and unincorporated Riverside County. Alternative 9 Modified SJN DV will require the relocation of 35 businesses, resulting in the displacement of 207 employees.

The Final Relocation Impact Report prepared for the preferred alternative (Alternative 9 Modified with the SJRB DV) updated this information and determined that the MCP project would require the relocation of 29 businesses, resulting in the relocation of 171 employees.

Property Taxes

Property taxes are levied on the assessed value of privately owned property. Property taxes in the MCP study area are collected by Riverside County and apportioned to the unincorporated communities in the county and to all incorporated cities, including the Cities of Perris and San Jacinto. The amount levied is approximately 1 percent of the assessed property value. The amount of property tax paid by parcel was recorded based on property taxes paid to the Riverside County Office of the Tax Collector in 2009/2010. The amounts of property taxes paid were obtained from the County's Extended Roll Fixed Tax Amounts for 2009/2010. For this analysis, the property tax revenue was assumed to be the total property tax amount collected by the Tax Collector Office from each city and the unincorporated communities in Riverside County before it was redistributed to the cities and the county for revenue purposes. The reported property tax collected totaled \$38,495,159 in the city of Perris, \$22,782,911 in the city of San Jacinto, and \$447,134,702 in unincorporated Riverside County in 2009/2010.

The property tax revenues associated with full residential and nonresidential parcels acquired for the MCP Build Alternatives were divided by the total property tax collected by city/unincorporated communities to reach the percentage of the total property tax revenue loss by jurisdiction. The only parcels included in the calculations for property tax loss were the full parcel acquisitions under the Build Alternatives.

Table 3.4.H summarizes the losses of property taxes in the two MCP study area cities and unincorporated Riverside County for each of the MCP Build Alternatives.

Table 3.4.H Property Revenue Loss

Alternative	Acquisitions	Loss of Property Tax Revenues (% of Total Property Tax Revenues by Jurisdiction)			Total
		Perris	San Jacinto	Unincorporated Riverside County	
Alts 4 Mod and 4 Mod SJRB DV	139	\$137,149 (0.36%)	\$14,508 (0.06%)	\$23,890 (0.01%)	\$175,547
Alts 4 Mod SJN DV	129	\$137,149 (0.36%)	\$14,508 (0.06%)	\$23,890 (0.01%)	\$242,462
Alts 5 Mod and 5 Mod SJRB DV	195	\$403,044 (1.05%)	\$14,508 (0.06%)	\$23,890 (0.01%)	\$441,402
Alts 5 Mod SJN DV	185	\$403,044 (1.05%)	\$14,508 (0.06%)	\$23,890 (0.01%)	\$508,318
Alts 9 Mod	205	\$534,607 (1.39%)	\$14,508 (0.06%)	\$20,965 (0.005%)	\$570,081
Alt 9 Mod SJN DV	195	\$534,607 (1.39%)	\$14,508 (0.06%)	\$20,965 (0.005%)	\$636,996
Alt 9 Mod SJRB DV (Preferred Alternative)	199	\$503,688 (1.31%)	\$14,508 (0.06%)	\$20,965 (0.005%)	\$539,166

Source: *Community Impact Assessment*, LSA Associates, Inc. (January 2012).

Alt/Alts = Alternative

SJN DV = San Jacinto North Design Variation

Mod = Modified

SJRB DV = San Jacinto River Bridge Design Variation

In summary, the total property tax revenue losses for each Build Alternative are:

- Alternative 4 Modified and its Design Variations:** Alternatives 4 Modified and 4 Modified SJRB DV will require the acquisition of 139 parcels, resulting in an annual loss in property tax revenues in the two cities and unincorporated Riverside County of \$175,547. Alternative 4 Modified SJN DV will result in the acquisition of 129 parcels, resulting in an annual loss of property tax revenues of \$242,462.

- **Alternative 5 Modified and its Design Variations:** Alternatives 5 Modified and 5 Modified SJRB DV will require the acquisition of 195 parcels in the MCP study area, resulting in an annual loss of property tax revenues of \$441,402. Alternative 5 Modified SJN DV will require the acquisition of 185 parcels, resulting in an annual loss of property tax revenues of \$508,318.
- **Alternative 9 Modified and its Design Variations:** Alternative 9 Modified will require the acquisition of 205 parcels in the MCP study area, resulting in an annual loss of property tax revenues of \$570,081. Alternative 9 Modified SJN will require the acquisition of 195 parcels, resulting in an annual loss of property tax revenues of \$636,996. Alternative 9 Modified SJRB DV will require the full acquisition of 128 parcels in the MCP study area, resulting in an annual loss of property tax revenues of \$539,166.

Sales Taxes

This analysis estimates the annual sales tax revenue losses to city, county, and state governments as a result of the acquisition of nonresidential parcels for the proposed MCP Build Alternatives. The sales tax rate in Riverside County and the Cities of Perris and San Jacinto is 8.75 percent, of which 7.25 percent is distributed to the State, 1.0 percent to the local jurisdiction, and 0.5 percent for highway projects in Riverside County (RCTC's Measure A). In the Taxable Sales in California (Sales and Use Tax) Report, the State Board tabulates sales tax revenues by businesses and jurisdictions on a quarterly basis. Due to privacy laws, the Board does not disclose sales tax revenues generated by individual businesses; therefore, the taxable sales for the individual businesses that would be acquired for each MCP Build Alternative is not available. The potential losses in sales tax revenues were estimated using total taxable sales in county unincorporated areas and the Cities of Perris and San Jacinto.

Table 3.4.I summarizes the estimated annual loss of sales taxes in the two MCP study area cities and unincorporated Riverside County for each of the MCP Build Alternatives, as well as the loss of sales taxes to RCTC and the state.

As shown in Table 3.4.I, Alternatives 5 Modified and 5 Modified SJRB DV would result in the highest sales tax losses, whereas Alternative 9 Modified SJN DV would result in the lowest sales tax revenue losses.

Table 3.4.I Sales Tax Revenue Losses by Alternative and Jurisdiction

Alternative	Business Displacements	Perris	San Jacinto	Unincorporated Riverside County	RCTC	California	Total
Alt 4 Mod and Alt 4 Mod SJRB DV	68	\$253,734	\$36,540	\$62,372	\$176,323	\$2,556,686	\$3,085,655
Alt 4 Mod SJN DV	66	\$253,734	\$30,450	\$62,372	\$173,278	\$2,512,533	\$3,032,367
Alt 5 Mod and Alt 5 Mod SJRB DV	90	\$380,601	\$36,540	\$62,372	\$239,756	\$3,476,472	\$4,195,741
Alt 5 Mod SJN DV	88	\$380,601	\$30,450	\$62,372	\$236,711	\$3,432,319	\$4,142,453
Alt 9 Mod	37	\$74,967	\$36,540	\$62,372	\$86,939	\$1,260,625	\$1,521,443
Alt 9 Mod SJN DV	35	\$74,967	\$30,450	\$62,372	\$83,894	\$1,216,472	\$1,468,155
Alt 9 Mod SJRB DV	2	\$74,967	\$36,540	\$62,372	\$86,939	\$1,260,625	\$1,521,443

Source: Community Impact Assessment (January 2012) and the Final Relocation Impact Report (November 2014).

Alt = Alternative

Mod = Modified

RCTC = Riverside County Transportation Commission

SJN DV = San Jacinto North Design Variation

SJRB DV = San Jacinto River Bridge Design Variation

No Build Alternatives

Under the MCP No Build Alternatives, the property acquisitions and relocations discussed above for the MCP Build Alternatives would not occur as a result of the MCP project itself, but similar impacts to these communities would result from some of the other transportation improvement projects included in the MCP No Build Alternatives, specifically the widening of the I-215 and the SR-79 realignment project. Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Ramona Expressway. This widening would result in both full and partial acquisitions along this roadway, but these impacts would be less than what would occur under the MCP Build Alternatives.

Temporary Impacts

Build Alternatives

Temporary impacts related to Relocations and Real property acquisitions would result only from implementation of TCEs during construction. As discussed in Section 3.4.2.4, design refinements to avoid or minimize impacts due to TCEs have been incorporated into the project. Property owners in the Cities of Perris and San Jacinto, and Riverside County whose properties are affected by TCEs during construction of the Build Alternatives would receive compensation for the land being used during construction.

No Build Alternatives

Under the MCP No Build Alternatives, the temporary impacts would occur as part of the TCEs for other transportation improvement projects included in the No Build Alternatives, specifically the widening of the I-215, and the SR-79 realignment

project. Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Ramona Expressway, and would therefore result in some of the same temporary property acquisition impacts along this roadway discussed above for the MCP Build Alternatives.

3.4.2.4 Avoidance, Minimization, and/or Mitigation Measures

Considering the abundant housing stock developed in recent years within the MCP study area, as well as numerous other planned residential development projects, a sufficient number of “comparable replacement dwellings” meeting decent, safe, and sanitary standards exists within the impacted or neighboring communities. With one exception, it is anticipated that finding replacement housing for owner or tenant-occupied residences will not present any unusual problems. The economic downturn which began in 2008 and recent foreclosures in the area have increased the number of properties available for residential relocations.

The exception is those displaced from mobile homes. The current inventory for mobile home unit sales and rentals is scarce, and the area lacks in-kind mobile home replacement housing suitable as decent, safe, and sanitary. One option is for mobile home displacees to relocate into slightly larger single-family residences, potentially resulting in a housing-of-last-resort entitlement under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). “Last Resort Housing” payments by RCTC combined with additional resources in finding suitable single-family or multifamily residential replacement housing is anticipated to minimize impacts during relocations.

Additional information regarding mobile home relocation is provided in Appendix D of this EIR/EIS. Compliance with the Uniform Act offsets any potential impacts to communities due to relocations; therefore, no mitigation is required. The following measures would reduce impacts to displacees.

CC-3 Where property acquisition and relocation are unavoidable, RCTC’s Right-of-Way Agents will follow the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs.

For properties where a partial acquisition results in the removal of some or all of the parking for the property, RCTC’s Right-of-Way

Agents will conduct parking studies to investigate the use of adjacent acquisitions for replacement parking, reconfiguring the remaining parking spaces and lots on the property, restriping parking spaces, enlarging parking lots, and reconfiguring driveways and/or delivery locations to reduce the project effects on the property.

CC-4 Spanish Speaking Relocation Agents. During the right-of-way acquisition process, RCTC Right-of-Way Agents will ensure that Spanish-speaking Right-of-Way Agents and staff are available to work with Spanish-speaking property and business owners, residents, tenants, and other persons affected by the property acquisition for the project during all phases of the property acquisition and relocation process. The RCTC Right-of-Way Agents will document in writing that all Spanish-speaking parties were offered services with Spanish-speaking Right-of-Way Agents and staff and whether each party requested Spanish-speaking Right-of-Way Agents and staff or not.

3.4.3 Environmental Justice

3.4.3.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low-income is defined based on the Department of Health and Human Services poverty guidelines. For 2010, this was \$22,314 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

3.4.3.2 Affected Environment

The environmental justice analysis was conducted using CT information from the 2005-2009 ACS and the 2010 Census for the reference populations of Riverside County and the Cities of Perris and San Jacinto. Data from all the MCP study area

CTs were included in this analysis. The following analysis provides a comparison of four measures with which to evaluate environmental justice in context of EO 12898:

- Percentage of non-White residents (Census 2010)
- Percentage of Hispanic residents (the Census Bureau considers Hispanic or Latino ethnicity distinct from racial background) (Census 2010)
- Percentage of population below poverty level (2005–2009 ACS)
- Median household income (2005–2009 ACS)

Non-White Population

In Riverside County in 2010, the non-White population comprised 39 percent of the total population. Based on the 2010 Census, the White population is the largest single racial group in both Riverside County and the city of San Jacinto. White residents comprised 42.3 percent of the population in Perris and 42.8 percent in San Jacinto.

The city of Perris' predominant population includes Hispanic at 71.8 percent, followed by White at 42.3 percent, and Black at 12 percent. The city of San Jacinto's prevailing population in 2010 is White at 55.7 percent, followed by Hispanic at 52.3 percent, and Black at 6.6 percent.¹

Figure 3.4.2 illustrates the percentage of non-White residents within each MCP study area CT. The ethnic composition within each MCP study area CT is identified in the CIA, Appendix A (Demographic Summaries). According to the 2010 Census, the non-White population consisted of 61,891 persons or approximately 52 percent of the population within the MCP study area CTs, with CT 426.17 (426.03) having the highest percentage of non-Whites (62 percent).

Hispanic Population

Hispanics comprise a large percentage of the population in the MCP study area. Figure 3.4.3 illustrates the percentage of Hispanic residents within each MCP study

¹ Percentages do not add up to 100 percent. The U.S. Census Bureau included five race categories in the 2010 Census: White, Black or African-American, American-Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander. Respondents who were unable to identify with any of these five race categories were able to identify as Some Other Race on the Census questionnaire. In addition, respondents are able to identify as more than one race or write-in detailed information about their race. According to the U.S. Census Bureau, persons who identify their origin as Hispanic or Latino may be of any race.

area CT. Hispanics accounted for 45.5 percent of the population in Riverside County, 52.3 percent in the city of San Jacinto, and 71.8 percent in the city of Perris.

Almost 62 percent of the MCP study area population was identified by the 2010 Census as Hispanic, with CT 426.18 (426.03) having the highest percentage of Hispanics at 79 percent. As shown in Figure 3.4.3, a high concentration of Hispanics is located within southeast Perris.

Poverty Level

Figures 3.4.6a and 3.4.6b illustrate the percentages of low-income residents as defined by Department of Health and Human Services poverty guidelines¹ in Section 3.4.3.1 within each MCP study area CT in 2009 and 2013, respectively. As shown on Figure 3.4.6a, the percentages of the population living below the poverty level in 2009 was higher in the Cities of Perris and San Jacinto (19.5 and 17 percent, respectively) than in Riverside County (12.3 percent), with CT 429.04 having the highest percentage at approximately 35 percent. As shown on Figure 3.4.6b, the percentages of the population living below the poverty level in 2013 were also higher in the Cities of Perris and San Jacinto (25.9 and 17.4 percent, respectively) than in Riverside County (16.2 percent). The percentages of the population living below the poverty level in 2013 increased substantially in both the City of Perris and the County compared to the percentages in 2009. The majority of the census tracts in the City of Perris on the western end of the MCP alignment show increases in the percentages of the population living below the poverty level in 2013, exceeding 21 percent of the population living below the poverty level as shown on Figure 3.4.6b.

Median Household Income

Figures 3.4.7a and 3.4.7b illustrate the median household income within each MCP study area CT in 2009 and 2013, respectively. As shown on Figure 3.4.7b, the median household incomes in the Cities of Perris and San Jacinto (\$50,921 and \$45,744, respectively) were lower than in Riverside County (\$58,155) in 2009. The median household income in the MCP study area in 2009 was \$53,363, with CTs 421 and 426.04 having the highest household incomes at \$82,750 and \$73,285, respectively, and CTs 428.00 and 429.04 having the lowest household incomes, at \$32,265 and \$37,285, respectively. As shown on Figure 3.4.7b, the median household incomes in the Cities of Perris and San Jacinto (\$48,311 and \$46,769, respectively) were lower

¹ Website: <http://aspe.hhs.gov/poverty/index.shtml>.

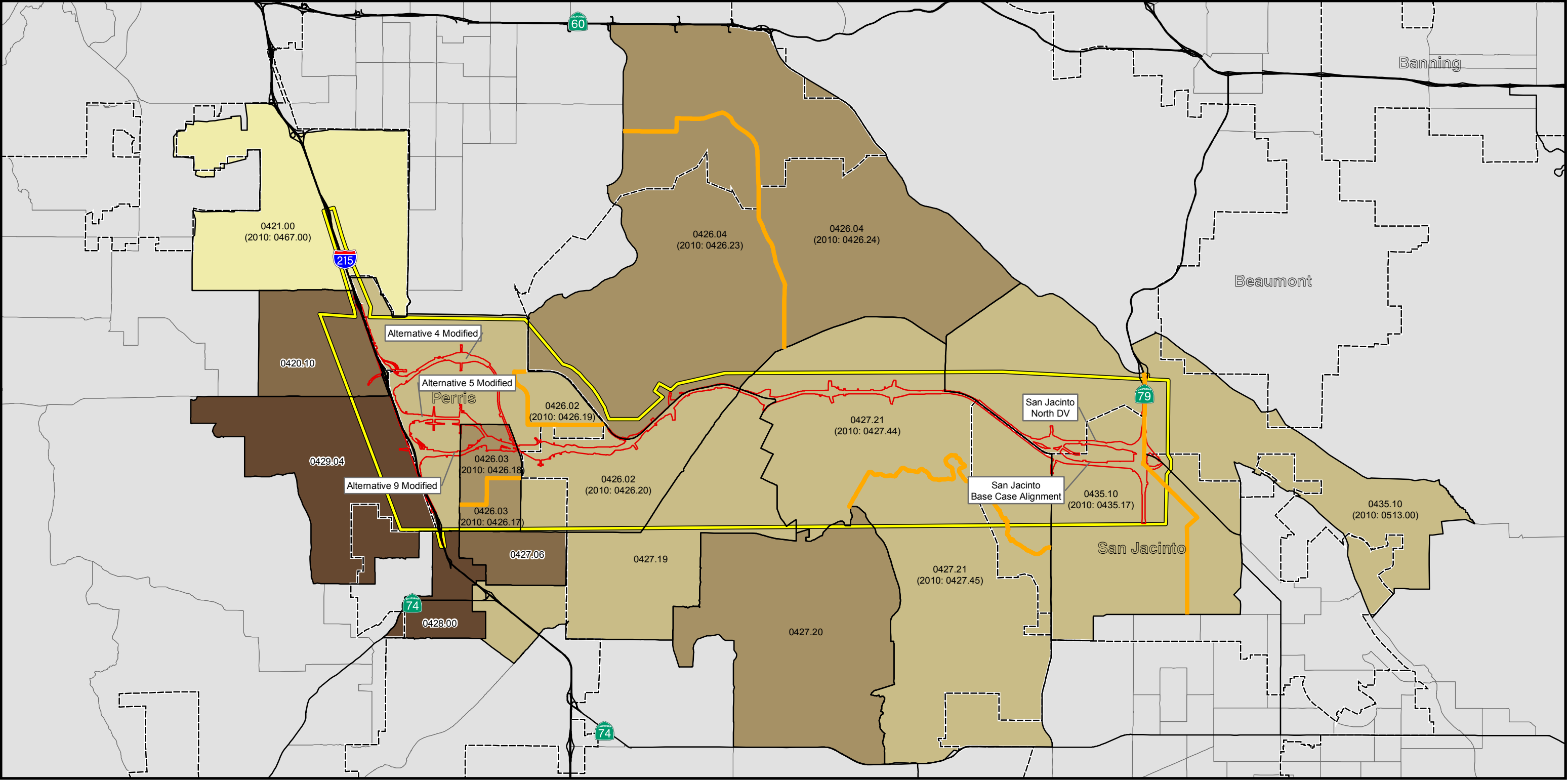


FIGURE 3.4.6a

LEGEND

- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2000)
- City Boundary
- 2010 Census Tract Split Boundary

Percent of Population Below Poverty Level

- 0% to 3%
- >3% to 13%
- >13% to 18%
- >18% to 21%
- >21% to 36%

2009: Average Percentage of Population Living Below Poverty Level by City -

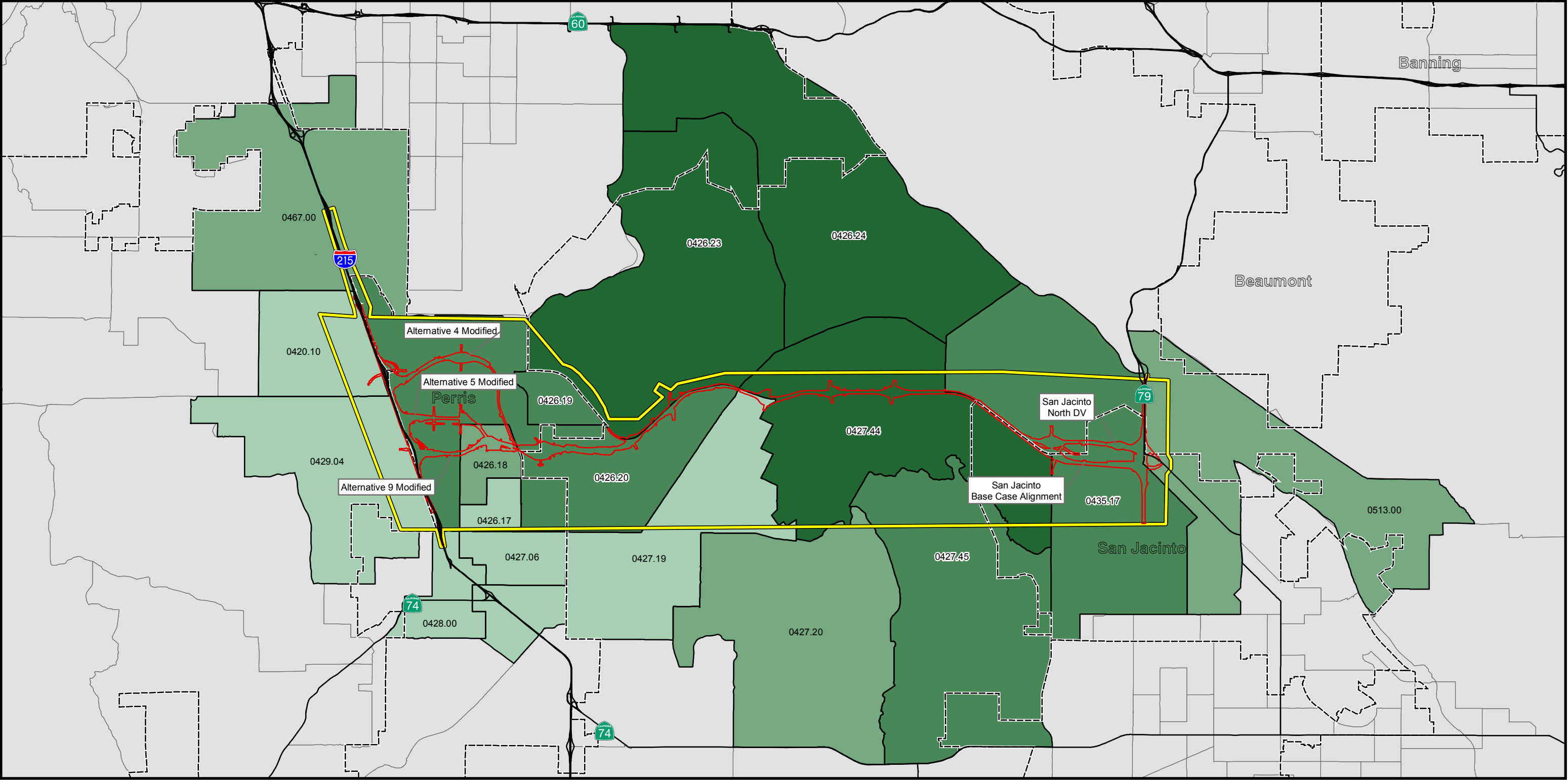
- Perris - 19.5%
- San Jacinto - 17%

Average Percentage of Population Living Below Poverty Level in Riverside County - 12.3%

SOURCE: Census 2010; ACS 2005-09; Jacobs Engineering (02/2011); Riverside County (2011)



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LEGEND

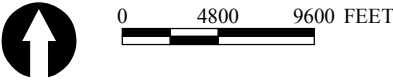
- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2000)
- City Boundary

Median Household Income	
	\$0 to \$33,000
	>\$33,000 to \$41,000
	>\$41,000 to \$52,000
	>\$52,000 to \$74,000
	>\$74,000 to \$83,500

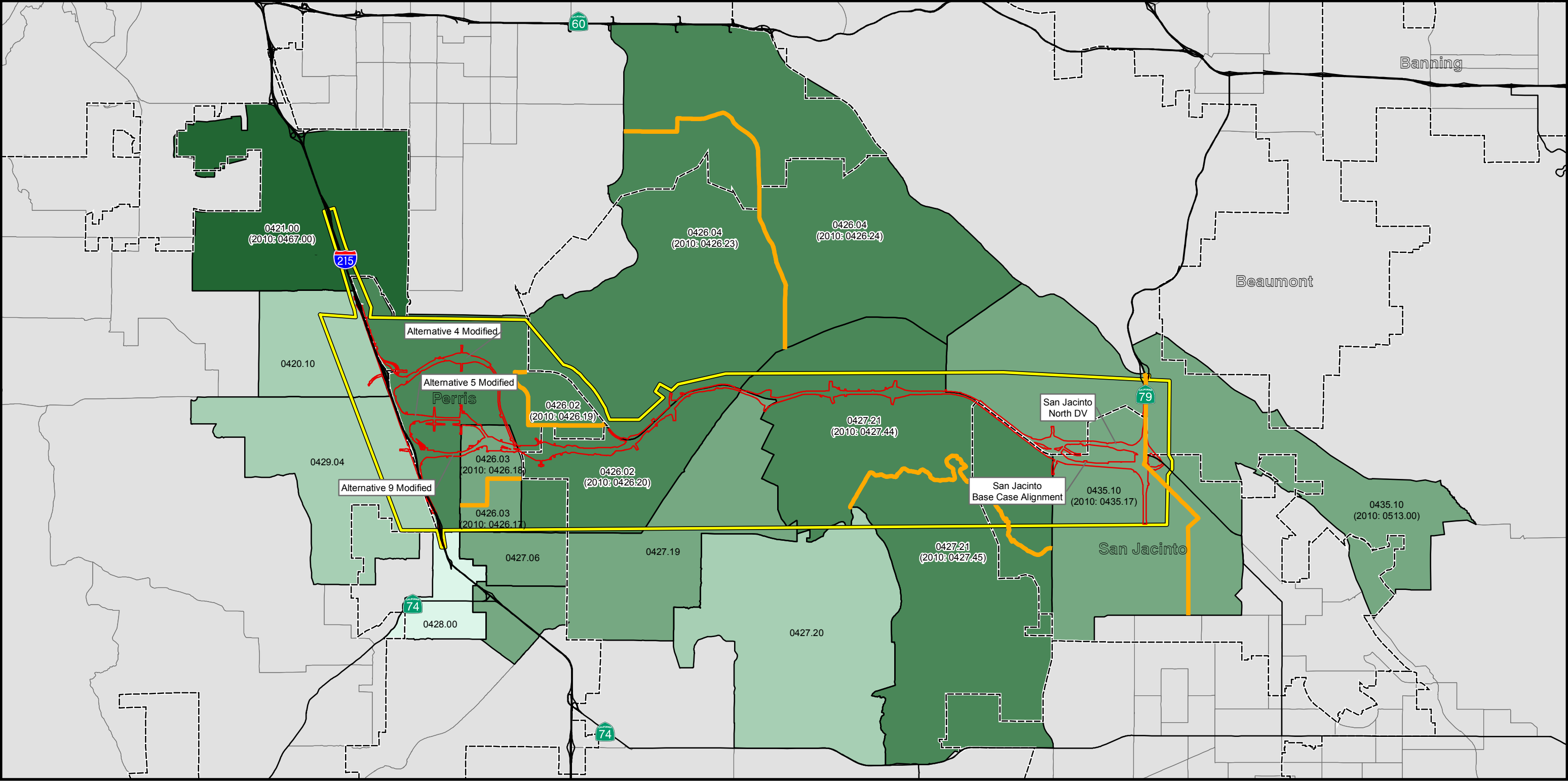
2013: Average Median Household Income by City -
Perris - \$48,311
San Jacinto - \$46,769
Average Median Household Income in Riverside County - \$56,529

FIGURE 3.4.7b

SOURCE: Census 2010; ACS 2009-13; Jacobs Engineering (02/2011); Riverside County (2011)



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LEGEND

- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2000)
- City Boundary
- 2010 Census Tract Split Boundary

Median Household Income	
	\$0 to \$33,000
	>\$33,000 to \$41,000
	>\$41,000 to \$52,000
	>\$52,000 to \$74,000
	>\$74,000 to \$83,000

2009: Average Median Household Income by City -
Perris - \$50,921
San Jacinto - \$45,744
Average Median Household Income in Riverside County - \$58,155

SOURCE: Census 2010; ACS 2005-09; Jacobs Engineering (02/2011); Riverside County (2011)

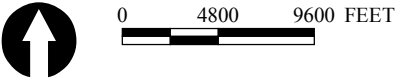
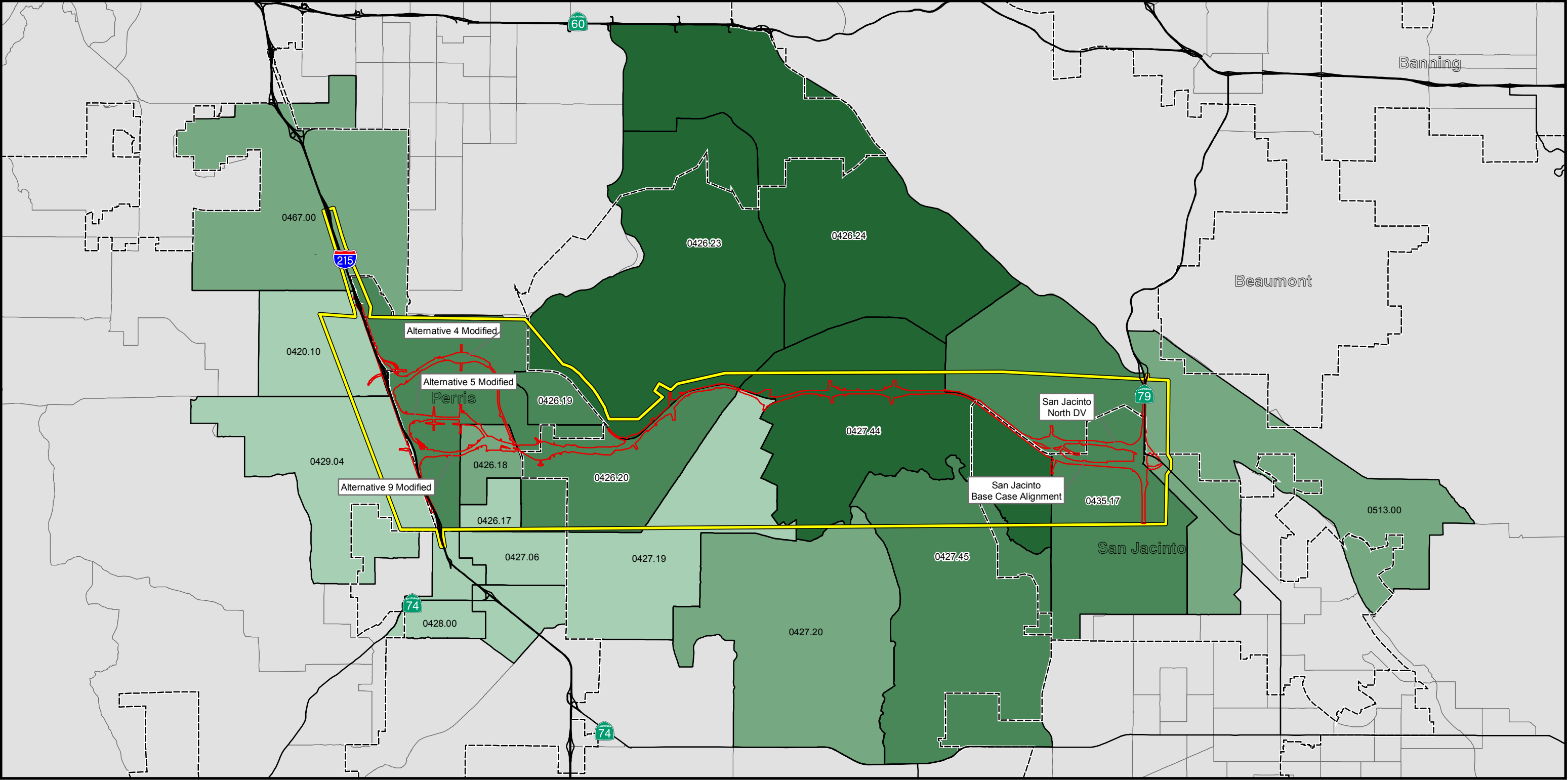


FIGURE 3.4.7a



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LEGEND

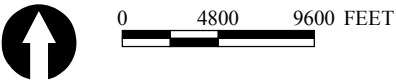
- MCP Study Area
- Limits of Proposed Improvements (All Alternatives and Design Variations)
- Census Tracts Outside of Study Area (2000)
- City Boundary

Median Household Income	
	\$0 to \$33,000
	>\$33,000 to \$41,000
	>\$41,000 to \$52,000
	>\$52,000 to \$74,000
	>\$74,000 to \$83,500

2013: Average Median Household Income by City -
Perris - \$48,311
San Jacinto - \$46,769
Average Median Household Income in Riverside County - \$56,529

FIGURE 3.4.7b

SOURCE: Census 2010; ACS 2009-13; Jacobs Engineering (02/2011); Riverside County (2011)



Median Household Income 2013

08-RIV-MCP PM 0.0/16.3; 08-RIV-215 PM 28.0/34.3
EA 08-0F3200 (PN 0800000125)



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than in Riverside County (\$56,529). The median household incomes in the City of Perris and the County in 2009 were lower than the median household incomes in those areas in 2013. As shown in Figure 3.4.7b, the median household income in the City of San Jacinto increased slightly between 2009 and 2013 in most census tracts, and the median household income in several census tracts in the City of Perris decreased between 2009 and 2013.

3.4.3.3 Environmental Consequences

The following four measures were used to evaluate environmental justice impacts for the MCP Build Alternatives: percentage of non-White residents, percentage of Hispanic residents, percentage of population below the poverty line, and median household income. Minority and low-income populations could be impacted in several ways. Residences and businesses could be directly displaced or portions of property affected that would require relocation. The MCP project could also divide an ethnic or low-income neighborhood. However, the MCP project also could provide benefits to minority and low-income populations by improving mobility within these communities.

In the *Department Desk Guide, Environmental Justice in Transportation Planning and Investments* (Caltrans, January 2003), no definitive guidelines are given for determining what impacts related to environmental justice should be considered disproportionately high or adverse. However, two general issues are weighed for environmental justice analysis for transportation projects:

- Whether the adverse impact(s) of the proposed project will be predominantly borne by a minority or low-income population group; or
- Whether the adverse impact(s) of the proposed project on a minority or low-income population will be appreciably more severe or greater in magnitude than the adverse impacts to non-minority and/or non-low-income population groups even after mitigation measures and offsetting project benefits are considered.

“Low-income” and “minority populations” are defined as any readily identifiable group of low-income or minority persons who live in geographically adjacent areas, or groups of geographically dispersed or transient persons who would be similarly affected by a proposed FHWA program, policy, or activity.

Table 3.4.J shows the percent of the total population and median incomes from CT data for each MCP Build Alternative along with the City and County data for comparison with the four environmental justice criteria. The affected MCP study area CT environmental justice indicators were calculated based on the CTs affected by the MCP Alternatives. As shown in the Table 3.4.J, because all MCP Build Alternatives cross the same CTs, the overall percentages of environmental justice populations in the study area are the same for each MCP Build Alternative.

Table 3.4.J Environmental Justice Considerations by Alternative

Category	Alternatives 4/5/9 Modified and DVs	City of Perris	City of San Jacinto	Unincorporated Riverside County
Percentage Non-White	51.2%	57.6%	42%	39%
Percentage Hispanic	63.1%	71.8%	52.3%	45.5%
Percentage Below Poverty	18.2%	19.5%	17%	12.3%
Median Household Income	\$54,445	\$50,921	\$45,788	\$58,155

Source: United States Census (2010).

DV = Design Variations

Permanent Impacts

Build Alternatives

All MCP Build Alternatives would benefit MCP study area residents, including minority and low-income populations, by improving mobility and circulation throughout the MCP study area and the western Riverside County region.

As shown on Figures 3.4.2 through 3.4.7b, some CTs within these communities have a higher percentage of non-White persons, a higher Hispanic population percentage, a higher percentage of persons below the poverty line, and a lower median income than the county and the cities within the MCP study area. Implementation of the MCP project will result in property acquisitions, displacements of residents, permanent air and noise impacts, permanent aesthetic impacts, and permanent changes in travel patterns throughout the MCP study area, including the Cities of Perris and San Jacinto. Refer to the following sections: Noise (Section 3.15), Visual/Aesthetics (Section 3.7), Traffic and Circulation (Section 3.6), and Air Quality (Section 3.14) for information on these types of impacts on the affected communities.

All MCP Build Alternatives would impact minority and low-income populations, primarily from displacements/relocations and from impacts to community character and cohesion. The MCP Build Alternatives are proposed near residential areas, parks,

schools, and other community facilities. Because the minority and low-income populations and other sensitive receptors (elderly and children) reside in or frequently use these areas, a health risk assessment was prepared to determine (1) the general health risks of diesel exhaust particulates and contribution of diesel trucks to those risks, and (2) the MCP project's potential air toxics risks. The potential short-term air emissions during project construction are discussed in Section III, Air Quality, and are summarized in Tables 4.III.A and 4.III.B in Chapter 4, California Environmental Quality Act Evaluation. The potential long-term health risks are discussed in Section 4.III and summarized in Tables 4.III.F and 4.III.G in Chapter 4. As discussed in Section 3.14, and in Chapter 4, no health-related effects are expected to occur to environmental justice populations and children from diesel exhaust particles during the implementation of the MCP Build Alternatives.

When comparing the MCP Build Alternatives alignments and their impacts on communities, Alternative 4 Modified and its DVs have less physical impacts on minority and low-income populations within the MCP study area, Alternative 5 Modified has the greatest impacts on business relocations, and Alternative 9 Modified would result in the highest impacts to residential relocations. As a result of Alternative 9 Modified, the neighborhood located in CT 426.18 (426.03), in the city of Perris along Perris Boulevard between Placentia Avenue and Rider Street, would be divided. As discussed in Section 3.4.1, the residential community within CT 426.18 was built within the last 10 years. The community is dominated by large, modern-looking single-family residences. However, the CT data shows that it is also characterized by large numbers of Hispanic and non-White populations. Alternative 9 Modified would relocate the highest numbers of residents in this CT, approximately 65 homes. In addition, Alternative 9 Modified would divide this community by separating approximately 20 homes south of the freeway and 315 homes north of the freeway. However, connectivity of this neighborhood would be maintained with the construction of an overcrossing at Placentia Avenue and Perris Boulevard, as part of the MCP project, to provide access between these two areas, as well as to nearby community facilities, including Paragon Park and the fire station located south of Alternative 9 Modified along Placentia Avenue. In addition, the MCP freeway would be below grade through this community to further minimize impacts.

Alternative 5 Modified would avoid most of the community within CT 426.18 due to its routing to the north along Rider Street through primarily industrial and vacant areas. However, Alternative 5 Modified would result in the greatest impacts relative

to business displacements in the city of Perris where there is a large percentage of minority and low-income populations.

Alternative 4 Modified would completely avoid the residential community located in CT 426.18 because the alignment runs north/south along the Perris Valley Storm Drain before connecting to I-215 in the west. Alternative 4 Modified impacts primarily industrial and vacant land.

Based on the above considerations, FHWA has made the following determination regarding each MCP Alternative and its potential for disproportionately high or adverse impacts to environmental justice populations. Because of the high percentages of low- income and/or minority populations in the MCP study area compared to Riverside County as whole, the adverse impacts of any of the MCP Build Alternatives will be predominantly borne by a minority or low-income population group.

The adverse impacts of Alternative 4 Modified would not be appreciably more severe or greater in magnitude than the adverse impacts to non-minority and/or non-low-income population groups after mitigation measures and offsetting project benefits are considered. Therefore, Alternative 4 Modified is not considered to have disproportionately high or adverse impacts to environmental justice populations.

The adverse impacts of Alternative 5 Modified would be appreciably more severe or greater in magnitude than the adverse impacts to non-minority and/or non-low-income population groups even after mitigation measures and offsetting project benefits are considered because of the substantial amount of employment land uses in Perris that would be relocated by this alternative. The large intermodal warehouses (approved but not yet constructed and operational) displaced by this alternative may not be able to be relocated within the Perris area due to the need for large parcels of land to be available for relocation. Warehouse uses typically offer employment opportunities related to trucking (including loading and unloading trucks, and transport by truck); loading and storage of manufactured goods and other materials in the warehouses; management and distribution of goods and materials from the warehouses; and office, management, and supervisory positions. Those positions would be open to all qualified candidates which would be expected to include members of environmental justice populations in this region. Should these warehouse uses be displaced by Alternative 5 Modified, these important sources of employment would be relocated out of CTs with high percentages of low-

income and/or minority populations in the MCP study area. Because of this potential loss of major employers within these CTs, Alternative 5 Modified is considered to have disproportionately high and adverse impacts to environmental justice populations.

The adverse impacts of Alternative 9 Modified would not be appreciably more severe or greater in magnitude than the adverse impacts to non-minority and/or non-low-income population groups after mitigation measures and offsetting project benefits are considered. Although Alternative 9 Modified does divide an existing community within a CT with high percentages of low-income and/or minority populations, measures such as depressing the alignment below grade and providing a local roadway connection across the new freeway would help maintain the cohesiveness of this community. Although Alternative 9 Modified does result in 102 residential relocations within CTs with high percentages of low-income and/or minority populations, the ample supply of existing housing stock in the immediate area will facilitate the ability to relocate residents within their existing communities. Therefore, Alternative 9 Modified is not considered to have disproportionately high or adverse impacts to environmental justice populations.

No Build Alternatives

Under the No Build Alternatives, the permanent adverse effects to minority and low-income populations discussed above for the MCP Build Alternatives would not occur as a result of the MCP project. Other transportation improvement projects included in the No Build Alternatives are not expected to result in disproportionately high or adverse impacts to minority or low-income populations within the MCP study area because these other projects primarily involve widening of existing highways.

Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Ramona Expressway, and may result in permanent impacts to minority and low-income populations similar to those discussed above for the MCP Build Alternatives.

Temporary Impacts

Build Alternatives

Construction activities would temporarily affect minority and low-income populations. Temporary construction impacts would include disruption of local traffic patterns and access to residences and businesses, increased traffic congestion, temporary increase in air pollution and noise, temporary aesthetic impacts, generation of vibration and dust, and temporary changes in travel patterns. However, as

discussed in Section 3.4.1.3, construction activities would provide jobs, which would benefit local economies, including minority and low-income populations.

No Build Alternatives

Under the No Build Alternatives, the temporary adverse effects to minority and low-income populations discussed above for the MCP Build Alternatives would not occur as a result of the MCP project. These populations also would not gain any economic benefit from construction activities. Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Ramona Expressway, and would, therefore, result in some of the same temporary impacts (both adverse and beneficial) to minority and low-income populations discussed above for the MCP Build Alternatives.

3.4.3.4 Avoidance, Minimization, and/or Mitigation Measures

Alternatives that would avoid or reduce the adverse effects on the low-income and minority populations are not practicable, as it is not possible to route the MCP alignments around these populations and still meet the project purpose to improve mobility between and through the Cities of Perris and San Jacinto. However, there are measures provided elsewhere in this EIR/EIS that address effects of the Build Alternatives related to community cohesion, property acquisitions/displacements, aesthetics, air quality, and noise, including those types of effects on environmental justice populations. Those measures are:

- Measures LU-1 and LU-2 in Section 3.1, Land Use
- Measures CC-1, CC-2, and CC-3 in Section 3.4.1, Community Character and Cohesion
- Measures CC-3 and CC-4 in Section 3.4.2, Relocations and Real Property Acquisition
- Measures VIS-1 to VIS-7 in Section 3.7, Visual/Aesthetics
- Measures TR-1 to TR-7 in Section 3.6, Transportation, Traffic, and Bicycle/Pedestrian Facilities
- Measures AQ-1 to AQ-6 in Section 3.14, Air Quality
- Measures N-1, N-2, N-3, and N-5 in Section 3.15, Noise